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Chicago Transit Board
OF THE
CHICAGO TRANSIT AUTHORITY

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CHICAGO TRANSIT AUTHORITY

Seventh Annual Report

OF CHICAGO TRANSIT BOARD

for the Fiscal Year ended December 31, 1951

MEMBERS OF BOARD

Ralph Budd • Philip W. Collins • John Holmes • William W. McKenna
John S. Miller • James R. Quinn • Guy A. Richardson

OFFICERS

Ralph Budd, *Chairman* • Guy A. Richardson, *Vice Chairman*
William W. McKenna. *Secretary*

* * *

Walter J. McCarter, *General Manager*, Thomas C. Strachan, Jr., *General Attorney*

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1951 in Summary

Revenue passengers numbered 736,841,963, down 6.75 per cent from 1950. Gross revenues of $112,533,696 were $3,279,288 less than in 1950. Operation and maintenance costs of $99,995,224 were $2,060,286 less than in 1950.

Net operations earned all depreciation except $61,778; 1950 results produced $1,301,066 after depreciation for Operating Expense Reserve and Municipal Compensation.

$825,000 of Series C, Equipment Trust Certificates were issued on July 1, 1951 and an additional $1,260,000 of these certificates were issued on February 29, 1952 to pay for the remainder of the new equipment ordered in 1950. Retirements of serial maturities and deposits with the Trustees for future retirements reduced the outstanding liability for Equipment Trust Certificates to $12,123,948 at December 31, 1951.

A wage increase of 14c an hour, plus a cost-of-living adjustment, was granted; 7c an hour effective August 1, 1951; 3c an hour effective January 1, 1952 and 4c an hour effective June 1, 1952. The agreements cover the period August 1, 1951 to May 31, 1953.

Interim fare increases, effective August 1, 1951, provided for a 17 cent adult fare on the surface system and an 18 cent fare on rapid transit and on express bus lines. Children and school fares were increased from 7 cents to 8 cents and two zone through rides on the rapid transit system were increased from 20 cents to 25 cents. An experimental $1.25 weekly downtown zone pass, was introduced on the surface system, effective October 30, 1951.

With a 59 per cent increase in automobile registrations since 1946, the street traffic congestion creates new problems. Measures, such as one-way streets, have been adopted. A Citizens Traffic Safety Board was organized at the request of the Mayor to recommend traffic improvements and to aid in solving traffic control problems.

"A" and "B" express stops, similar to the successful operation on Lake Street and on the North-South service were established for rush hours on the Garfield Park and Douglas Park Rapid Transit Lines. The Westchester portion of the Garfield Park Branch was converted to bus operation. A similar conversion was made on the Douglas Park service west of 54th Avenue. At the 54th Avenue terminal transfer facilities and parking lots were approved for installation in 1952.

Twenty-one street car lines were converted, seventeen to motor bus and four to trolley bus operation with an addition of about six miles of motor bus extensions. Revenue streetcar operation decreased from 669 to 414 track miles. Bus single way routes increased from 782 to 1080 miles.

New equipment received during the year included—520 propane buses, 190 trolley buses and 100 rapid transit cars; with 159 trolley buses to come in 1952.

The $39,634,000 City-owned Milwaukee Avenue Subway, was opened on February 25. By the end of the year it was carrying over 60 per cent more riders than the Logan Square elevated line which it replaced.

A new electrically operated line supervision control system providing for accurately dispatched and closely supervised train operation has been placed in service on a large part of the rapid transit system. This is resulting in more regular and efficient service.

The *Lustfield Case*, decided by the Illinois Supreme Court, sustained the power of the Authority to operate buses in interurban service on the public highways without securing consent of the municipalities through which the buses are operated.

An increased emphasis on Charter Service was authorized by the management. A Sales Manager was appointed and procedures formulated for administering this service in a larger volume.

The City arranged for construction of temporary track on the surface to permit the Garfield Park rapid transit service to be maintained during construction of the Congress Street Superhighway. The City will later provide a median strip in the Superhighway right-of-way and a subway connection with the Dearborn Street Subway in which it will install track and other transportation equipment for operation of the rapid transit trains by the Authority. The City will be repaid by the Authority for the cost of the transportation equipment in equal monthly payments over the estimated service life of these facilities.

The number of employes decreased by 1,730 to a total of 17,867.

Snow Storms Add to Problems of CTA Surface Transit Vehicles.

Progress of Modernization To May 1, 1952

Since the start of its 10-year, $150,000,000 modernization program, Chicago Transit Authority has invested approximately $70,000,000 in modernizing its transportation equipment, its services and facilities.

The Authority has purchased a total of 2,815 modern cars and buses—900 gasoline and diesel buses of the latest design, 600 streamlined, noise-proofed streetcars, 560 silent-operating trolley buses, 551 propane-fueled buses, and 204 all-metal rapid transit cars.

These purchases of modern equipment exceed the amount bought by the two predecessor companies in the previous 38 years.

There are two features of the Authority's equipment modernization program, each of which established a record for the transit industry. The purchase of 349 trolley buses was the largest single order ever placed, and the purchase of 551 propane buses established the world's largest fleet of these odorless, economical vehicles. Public reaction to them has been most favorable.

Modernization of Service

With these new cars and buses, the Authority has extensively modernized its service. Buses have been substituted for streetcar operation on 1,090 miles of route. Only 456 miles of streetcar routes remain in service. Out of a total of 1,542 miles of surface routes, 1,166 miles are served by modern equipment. Approximately 70 per cent of the Authority's surface rides start on modern equipment. As a contribution to improved service, and the free-flow of street traffic, the Authority has increased off-the-street terminals from 34 to 73. More are to be established.

With the 204 modern, streamlined rapid transit cars, the Authority has completely equipped the new Logan Square-Milwaukee Avenue Subway, and is operating part of the Ravenswood, Douglas Park and Evanston rapid transit service with new equipment. Unification of the Authority's properties, elimination of wasteful duplication and competition between the surface and rapid transit systems, the closing of lightly used stations, and the inauguration of "A" and "B" express stop service on the major routes of the rapid transit system also materially improved service and cut operating costs. Substantial time savings have been accomplished through these procedures. On the Lake Street route, where this system of rapid transit operation was first established, running time between the loop and the west terminal was reduced by 10 minutes. On the North-South main line, travel time was reduced by approximately 5 minutes. On the Logan Square-Milwaukee Avenue route, running time between terminals was reduced approximately 50 per cent.

Contrary to the trend locally and nationally, riding on the rapid transit system has increased. Passenger volume for the rapid transit system as a whole is approximately 3 per cent greater than 1950, and the upward trend is continuing. The sharpest increase has occurred on the Logan Square-Milwaukee Avenue Subway route.

Further improvements in rapid transit service are in progress. A combination rapid transit-bus terminal, the first with a joint loading platform on the Authority's system, has just been completed at the west terminus of the Douglas Park rapid transit route at 54th Avenue in Cicero. Here a parking lot with an initial capacity of 110 automobiles has been established for CTA customers, the first such facility to be provided by the Authority.

It is the intention of the Authority to establish additional transfer interchanges between the surface and rapid transit systems and, where possible, at off-the-street locations.

Modernization of Facilities

Approximately $10,000,000 has been invested by Chicago Transit Authority in modernizing its plant facilities. Two modern bus garages, Beverly, at 103rd and Vincennes, and North Park, at Kedzie and Foster, have been constructed. New tools and new methods have been installed at the three principal shops, South Shops, at 77th and Vincennes, West Shops, at 3901 West End Avenue, and the Rapid Transit Shops in the Village of Skokie.

Consolidation of Offices

Two complete sets of departments, carried over from the predecessor companies, have been consolidated, operations have been unified and extensive economies have been achieved along with improvements in operations. Further economies are to be obtained in the near future by locating all general offices on a part of a single floor in the Merchandise Mart Building. These offices now occupy a number of separate quarters in various sections of the city.

Merit System

As provided by the Metropolitan Transit Authority Act, a merit system for Authority employes has been installed, jobs have been classified, the duties in each job defined, and the salary range in each classification established. Candidates for vacant positions must meet the specified qualifications and, insofar as possible, vacancies are filled by upgrading. As a result of consolidation of offices and activities, changes in operating procedures, and the use of modern equipment, the number of CTA employes has been reduced from 20,214 at the beginning of 1945, to 17,327 as of March 31, 1952.

Pensions

In keeping with the trend of the times, the Authority has established an improved pension system. The minimum pension is now $75.00 per month, after 20 years service, and retirement at age 65. This pension is supplemented by Social Security.

Financial

The financial position of the Authority at December 31, 1951 and 1950, the results of its operations and fund transactions for the year ended December 31, 1951 are set forth in the accompanying balance sheets as of December 31, 1951 and 1950 and the related statements of income, of funds, and application of revenues, all of which have been certified by Arthur Andersen & Co., independent public accountants.

The Authority's revenues for the year 1951 and their application to the purposes, and in the order prescribed by the Trust Agreement securing the Authority's Series of 1947 Revenue Bonds, compared with the results for the previous year, are summarized below:

	1951	1950
Revenues	$112,533,696	$115,812,984
Operation and maintenance expenses	99,995,224	102,055,510
	12,538,472	13,757,474
Debt Service Requirements:		
Interest charges	3,816,250	3,816,250
Deposit to Series of 1947 Revenue Bond Reserve	1,284,000	1,284,000
	5,100,250	5,100,250
Balance before depreciation	7,438,222	8,657,224
Depreciation (including in 1950 an accumulated deficit from 1949 of $856,158)	7,500,000	7,356,158
	61,778*	1,301,066
Operating Expense Reserve Fund	—	438,736
	—	862,330
Provision for Municipal Compensation	$ —	$ 862,330

*Denotes Red Figure

As indicated above, revenues were sufficient to cover all operation and maintenance costs, debt service requirements and to provide $7,438,222 toward the $7,500,000 depreciation requirement determined in accordance with the provisions of the Bond Trust Agreement. The resulting $61,778 deficiency in depreciation must be provided from subsequent earnings before any deposits may be made to the Operating Expense Reserve or set aside for Municipal Compensation or for Modernization.

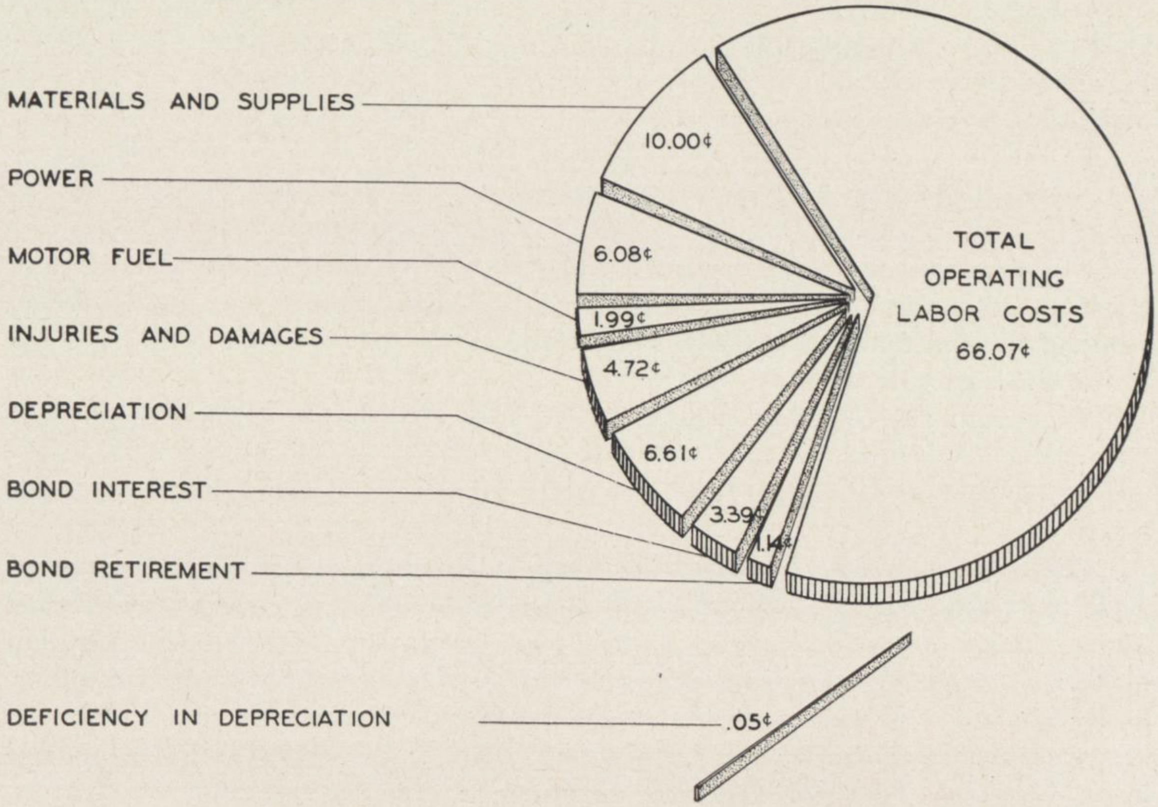
The operating results for the year 1951 were affected by at least four major factors; a decrease in the number of passengers carried and an increase in fares were reflected in revenues, while increased wages and savings from operational changes arising from a continuation of the modernization plan affected operation and maintenance expenses. These factors tended to offset each other so that although revenues decreased $3,279,288 from 1950, operation and maintenance expenses were down $2,060,286 from 1950 and the amount available for debt service requirements, depreciation, etc., was $1,219,002 less than in 1950. An increase of

$143,842 in depreciation requirements for the year 1951 together with the reduced balance available therefor resulted in a deficiency of $61,778 in depreciation compared with $1,301,066 available after providing for depreciation in 1950.

The revenue passenger rides originating on the lines of the Authority in 1951 and 1950 and the revenues received from all sources during these two years are shown below:

	1951	1950
Revenue Passenger Rides on CTA lines	736,841,963	790,230,981
Revenues:		
Passenger	$110,586,592	$113,811,063
Chartered Service	35,048	14,531
	110,621,620	113,825,594
Station and Car Privileges	1,100,120	1,010,204
Rent of Tracks and Facilities	477,208	489,635
Rent of Buildings and other Property	330,458	332,112
Miscellaneous	4,290	155,439
Total Revenues	$112,533,696	$115,812,984

DISTRIBUTION OF C.T.A.'S 1951 REVENUE DOLLAR



The number of revenue passengers carried on the Authority's lines declined 6.75 per cent from 1950. Rates of fare were increased on August 1, 1951, as explained in other sections of this report, so that gross revenues in 1951 decreased only 2.8 per cent from the previous year. The effect of the increased rates on average rates of fare is shown in the comparison below:

Period	Revenue Passengers	Passenger Revenue	Average Rate of Fare
January 1 to July 31	440,796,731	$ 62,954,441	14.3c
August 1 to December 31	296,045,232	47,273,882	16.0c
	736,841,963	110,228,323	15.0c

The principal elements of operating and maintenance expenses, exclusive of depreciation for the years 1951 and 1950 are set forth below:

	1951	1950
Wages and Salaries	$ 69,415,127	$ 72,371,499
Pension Contributions	3,348,687	3,167,965
Federal Insurance Contribution	999,037	—
Employes' Insurance	593,614	854,504
Total Labor Costs	74,356,465	76,393,968
Electric Power Purchased	6,843,285	7,601,021
Motor Fuels Consumed	2,237,578	1,789,335
Operating Materials and Supplies	5,119,041	5,277,701
Provision for Injuries and Damages	5,304,270	5,211,584
Miscellaneous Services and Supplies, etc.	6,134,585	5,781,901
Total Operation and Maintenance Expenses	$ 99,995,224	$102,055,510

New wage agreements signed, effective August 1, 1951, which are covered in more detail elsewhere in this report, together with the decrease in number of passengers riding the system were the principal factors necessitating the increase in rates of fare established by Chicago Transit Board effective August 1, 1951.

Wage and salary costs were reduced in 1951 from 1950 despite the increases in wage rates mentioned above as a result of putting in service the new equipment financed by equipment trust certificates; adjusting service to meet reduced riding also contributed to this reduction.

Pension costs increased because of the change in rate of contribution from 4 per cent to 5 per cent on June 1, 1951 in accordance with the provisions of the "Retirement Plan for Chicago Transit Authority Employes." This increase was partially offset by the termination on January 1, 1951 of the 1 per cent contribution in lieu of Social Security, when the employes of the Authority were again covered by the Federal Old Age program as a result of the 1950 Amendments to the Social Security Act. Contributions of 1½ per cent on individual earnings up to $3,600 under the Federal Old Age program amounted to $999,037 for the first year.

Employes' insurance costs were down from 1950 because of refunds due to favorable experience factors.

Reduction in total power and fuel costs reflect the shift to new equipment plus the reduction in mileage operated because of reduced riding. The reduction in cost of operating materials and supplies was also attributable to the lesser number of miles operated.

The increase in injury and damage costs are reflected in the change in the rate of provision from 4½ per cent to 5 per cent of gross revenues to meet rising costs of settling claims and damages.

Balance Sheet Comments

A certified comparative balance sheet of the Authority at December 31, 1951 and 1950, is attached to this report. The principal change in balance sheet accounts occurred in the fund accounts and is described in greater detail in subsequent paragraphs.

Transportation property increased $14,010,821 during 1951, representing gross additions to property costing $18,452,197 and retirements of property carried on the records of the Authority at $4,441,376. The gross additions included $15,433,056 covering the cost of 520 propane fueled motor buses, 190 trolley buses and 100 rapid transit cars.

Payments for the equipment delivered in 1951 were made from funds provided by the issuance of Equipment Trust Certificates in the amount of $15,000,000 in 1950 and $825,000 in 1951. Transactions affecting the trust certificates during 1951 are summarized below:

Equipment Trust Certificates	Outstanding Dec. 31, 1950	1951 Issued	1951 Retired	On Deposit for Payment	Balance Dec. 31, 1951
Series A	$11,000,000	$ —	$ 900,000	$1,833,000	$ 8,267,000
Series B	4,000,000	—	491,000	415,413	3,093,587
Series C	—	825,000	—	61,639	763,361
	$15,000,000	$825,000	$1,391,000	$2,310,052	$12,123,948

As indicated in the note to the balance sheet and as described in a subsequent section of this report, additional equipment trust certificates were to be issued during 1952 to provide funds for the remainder of the equipment ordered during 1950 in continuation of the Authority's modernization program.

Status of Funds

The balance as of December 31, 1951, in the various funds required to be established by the Trust Agreement or provided for the operation of the Authority, are set forth in the attached Statement of Funds which is a part of this report.

Provision has been made in full for all fund accounts of the Authority in accordance with the Trust Agreements or Ordinances of Chicago Transit Board with the exception of the Depreciation Reserve Fund, in which funds were available to deposit in 1951 only $7,438,222 of the $7,500,000 required to be deposited. The deficiency of $61,778 in these deposits must be made up from subsequent earnings before any further deposits may be made to either the

Depreciation Reserve Fund or any funds subsidiary thereto. Since revenues were insufficient to cover all depreciation requirements, no funds were available for and no deposits were made for either the Operating Expense Reserve, Municipal Compensation or Modernization Funds.

The statement of funds gives effect to certain transactions which were recorded in the accounts of the Authority, but for which cash transfers could not actually be made until after December 31, 1951.

New Financing

On July 1, 1951 the Chicago Transit Board contracted for the issuance of additional Equipment Trust Certificates, Series C—Class 1 and Class 2, in the amount of $2,311,000 to provide funds for the purchase of 124 units of new equipment ordered during 1950, but not delivered until late 1951 and early 1952.

An initial $825,000 of this Series was issued on July 1, 1951 and consisted of $550,000 Series C—Class 1 certificates, bearing interest at rates varying from 3½ per cent to 5 per cent per annum and maturing serially beginning August 1, 1952 and thereafter semi-annually to August 1, 1957, and $275,000 Series C—Class 2 certificates bearing interest at the rate of 5 per cent per annum and maturing serially beginning February 1, 1952 and thereafter semi-annually to February 1, 1956. The interest rates on this issue average 4 per cent per annum as do all of the Equipment Trust Certificates issued by the Authority up to this time.

Another $1,260,000 principal amount of the Series C—Class 1 and Series C—Class 2 certificates were issued as of February 29, 1952. These, also, are to bear interest at varying rates but are to average not more than 4 per cent per annum.

The payments for interest and principal called for by the Equipment Trust Agreement covering the issuance of the certificates are to be made from the Depreciation Reserve Fund of the Authority and do not constitute charges against the regular operations of the Authority. 1951 payments from the Depreciation Reserve Fund for this purpose amounted to $3,213,166, of which $1,391,000 was applied to the retirement of serial maturities and $1,822,166 remains on deposit with the Trustees for payment of subsequent maturities, leaving $2,310,052 on deposit for this purpose at December 31, 1951.

Operating and Construction Budget

In 1951 it was necessary to make an additional appropriation of $2,400,000 to cover operating expense items which over-ran budget estimates for that year, primarily because of wage increases. Additional revenues were available for this purpose as a result of the fare increases instituted by Chicago Transit Board on August 1, 1951, which had not been anticipated in the budgets originally approved by the Board.

On December 27, 1951, the Transit Board, after complying with the requirements of the Metropolitan Transit Authority Act and of the Trust Agreement securing the Series of 1947 Revenue Bonds, adopted Operating and Capital Budgets for the fiscal year 1952. In the Operating Budget $94,792,000 was appropriated for Operating and Maintenance Expenses, $3,626,000 for Retirement Plan Costs, $994,000 Federal Insurance Contributions, $3,816,000 Bond Interest cost, $500,000 for Series of 1947 Serial Bond Maturity Fund, $943,000 for Series of 1947 Revenue Bond Reserve Fund, and 8 per cent of gross revenues for depreciation (estimated to be $9,102,300).

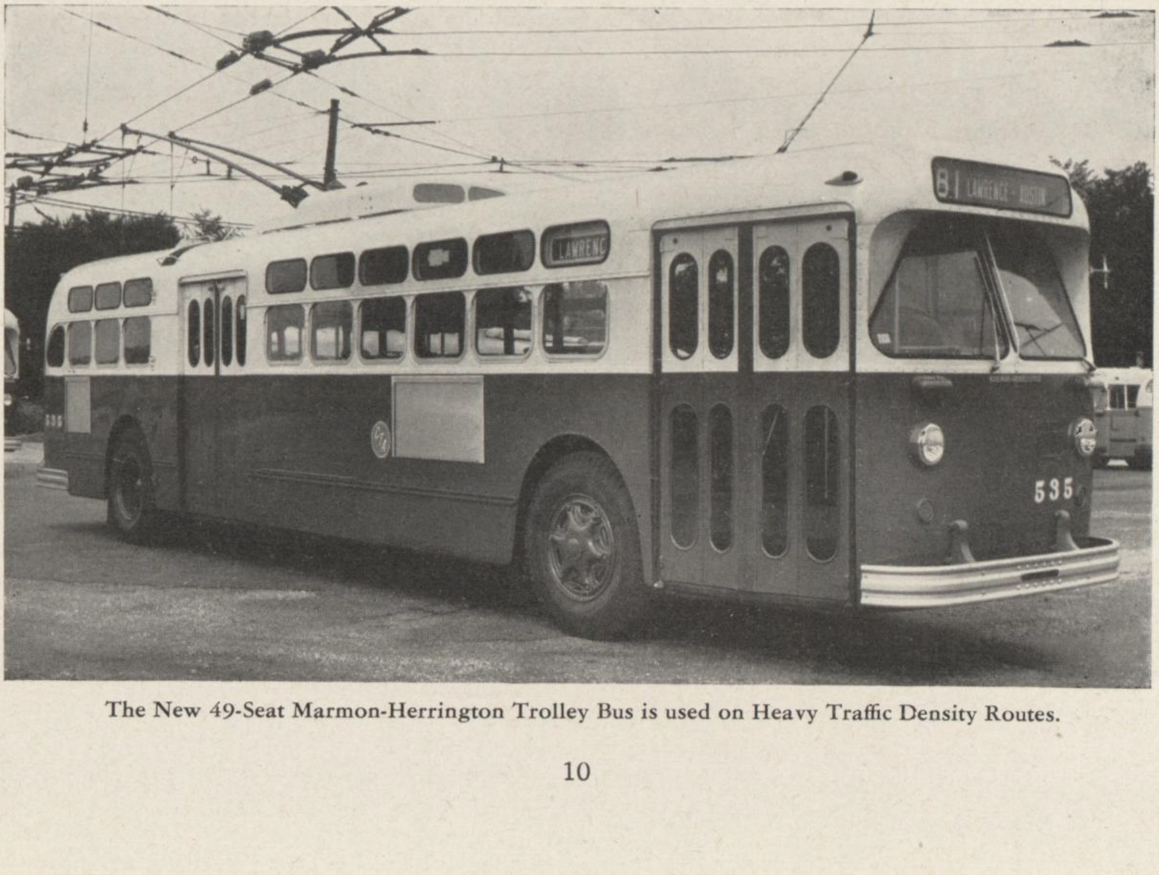
The amount of $5,259,500, budgeted for debt service, is $259,250 more than the amount expended or set aside during 1951. This reflects the completion of deposits to the Revenue Bond Reserve and the commencement on July 1, 1952, of payments to the Series of 1947 Serial Bond Maturity Fund, in accordance with the Bond Trust Agreement.

The amount provided for depreciation is based on the 8 per cent of gross revenues, as required in 1952 under provisions of the Bond Trust Agreement.

The Operating Budget for the year 1952 anticipates an amount of $9,683,500 will be available in the Depreciation Reserve and other funds for the modernization of the property, after providing $168,800 to be retained unexpended and uncommitted in the Depreciation Reserve Fund as a guarantee for the Equipment Trust Certificates. Principal and interest payments on the Equipment Trust Certificates now outstanding or to be issued during 1952 will require $3,671,000. The agreements securing the Equipment Trust Certificates provide that monthly service requirements on the Certificates must be met from modernization funds before any other modernization expenditures may be made. The balance of $6,012,500 will be expended on the various modernization projects approved by the Board in the 1952 Capital budget.

The Capital budget also set forth additional modernization projects, estimated to cost $2,649,300, which are to be undertaken if the funds can be made available therefor.

Should passenger riding decline further than the Board has anticipated and 1952 revenues fall below the budget estimate a lesser amount of funds will necessarily be available for modernization and it will become necessary to defer capital projects now included in the 1952 budget.



The New 49-Seat Marmon-Herrington Trolley Bus is used on Heavy Traffic Density Routes.

Service and Plant Improvements

Street Traffic

The congestion caused by street traffic continues to be a major factor in the operation of the transit vehicles of the Authority.

To aid in combating street accidents and in solving traffic control problems a Citizens Traffic Safety Board was organized at the request of the Mayor of Chicago. It is an advisory group recommending improvements, rousing public support and pressing for official action to save lives and reduce the delays of street transportation. The members of this Safety Board are all prominent in Chicago's public affairs and it is the aim to unify the efforts of business, governmental and civic groups in a broad and intensive traffic engineering enforcement and educational program. The Safety Board will endeavor to accomplish these aims as an adequately staffed and financed nongovernmental agency.

The pressure for additional street facilities may be noted from the following:

Passenger Automobiles	1946	1951	% Increase
Registered in City of Chicago	461,124	734,785	59.3
Entering Central Business District*	136,011	171,772	26.3

*Weekday average from Cordon Counts, 7:00 A.M. to 7:00 P.M.

Effective November 10, 1951, a one-way street system was established on five streets in the central business district by action of the City Council of the City of Chicago. With one-way operation on Randolph Street, Washington Street, Madison Street, Monroe Street and Adams Street a number of routes of the surface system were rerouted to conform to the traffic limitation. The Authority has cooperated fully with the city officials whose duties it was to direct the one-way street plan. On the whole, the plan has been successful in providing additional capacity for moving traffic.

The year 1951, with 68.3 inches of snowfall, set a record for the 67 year history of the weather bureau in Chicago. This experience was extremely costly to Chicago Transit Authority. The snow at the beginning of the year interfered somewhat with the Authority's surface operations, but the worst accumulations of snow were in the first week of November and the last two weeks of December. In the latter month 33.3 inches of snow fell as compared with 6.6 inches for a normal December. The Authority with its snow fighting equipment was able to keep its traffic lanes open. The City of Chicago likewise utilized all of its available equipment to good effect. However, illegally parked automobiles and trucks so monopolized the traffic lanes that progress on surface transportation was very difficult. In many instances it was necessary for the utility vehicles of the Authority to remove automobiles from the traffic lanes. The experience during that period indicates the desirability of better means of controlling vehicles so that free movement of traffic and essential transportation is not interrupted.

Surface Lines

The delivery of the new propane buses and trolley buses has resulted in many conversions to bus service from streetcar operation. The downtown routings of many car and bus lines were also modified to conform to the one-way pattern of streets.

Motor buses were substituted for streetcar operation on the following routes:

Route	From*	To*	Round Trip Miles
Armitage Avenue	W. Armitage & N. Laramie	W. Armitage & N. Clark	12.80
Division Street	W. Division & W. Calif.	E. Congress & S. State	10.24
Elston Avenue	N. Elston & N. Milwaukee	N. Dearborn & W. Randolph	23.36
Lincoln-Wells	N. Lincoln & W. Peterson	S. Wells & W. Harrison	19.38
Lincoln-D.T.	N. Lincoln & W. Peterson	S. Wabash & W. Harrison	20.18
North Damen	S. Damen & W. Blue Island	N. Damen & W. Fullerton	10.96
Ogden Avenue	W. 25th & S. Laramie	N. Dearborn & W. Randolph	14.90
Roosevelt Road	W. Roosevelt & S. Austin	E. Roosevelt & S. Michigan	16.15
Stony Island	S. Stony Island & E. 93rd	E. 47th & S. Prairie	14.25
Van Buren	W. Van Buren & S. Kedzie	W. Van Buren & S. State	8.56
Wallace-Racine	S. Racine & W. 87th	N. State & W. Wacker	22.55
Westchester	DesPlaines Rapid Tr.	Canterbury & Balmoral	10.96
35th Street	W. 36th & S. Kedzie	E. 35th & S. Cottage Grove	10.31
47th Street	W. 47th & S. Kedzie	E. 47th & S. Lake Park	12.74
79th Street	W. 79th & S. Western	W. 79th & S. Brandon	14.35
87th Street	W. 87th & S. Vincennes	E. 87th & S. Commercial	10.90
93rd-95th St.	W. 95th & S. State	E. 89th & Avenue "O"	10.67

*The limits shown for the above routes are approximately those of the former streetcar operation. The terminals of a number of these routes are extended to include bus operation that had previously been established.

Motor bus operation was extended on the following routes:

Route	From	To	Round Trip Miles
Canal-Wacker	N. Wabash & E. Wacker	Navy Pier	2.38
Kimball Avenue	N. Kimball & W. Peterson	Lincoln Village	0.89
Lawrence Extension	N. Broadway & W. Lawrence	W. Lawrence & N. Marine Dr.	1.37
47th Street	W. 47th & S. Kostner	S. Cicero & E. 46th	1.42

In extending the Kimball Avenue line to Lincoln Village the trips to the terminal on N. Kedzie Avenue near W. Peterson Avenue were discontinued. The 47th Street extension motor bus now has its east terminal at W. 47th Street and S. Archer Avenue. Minor extensions incidental to rerouting were also introduced.

Trolley buses were substituted for streetcar operation on the following routes:

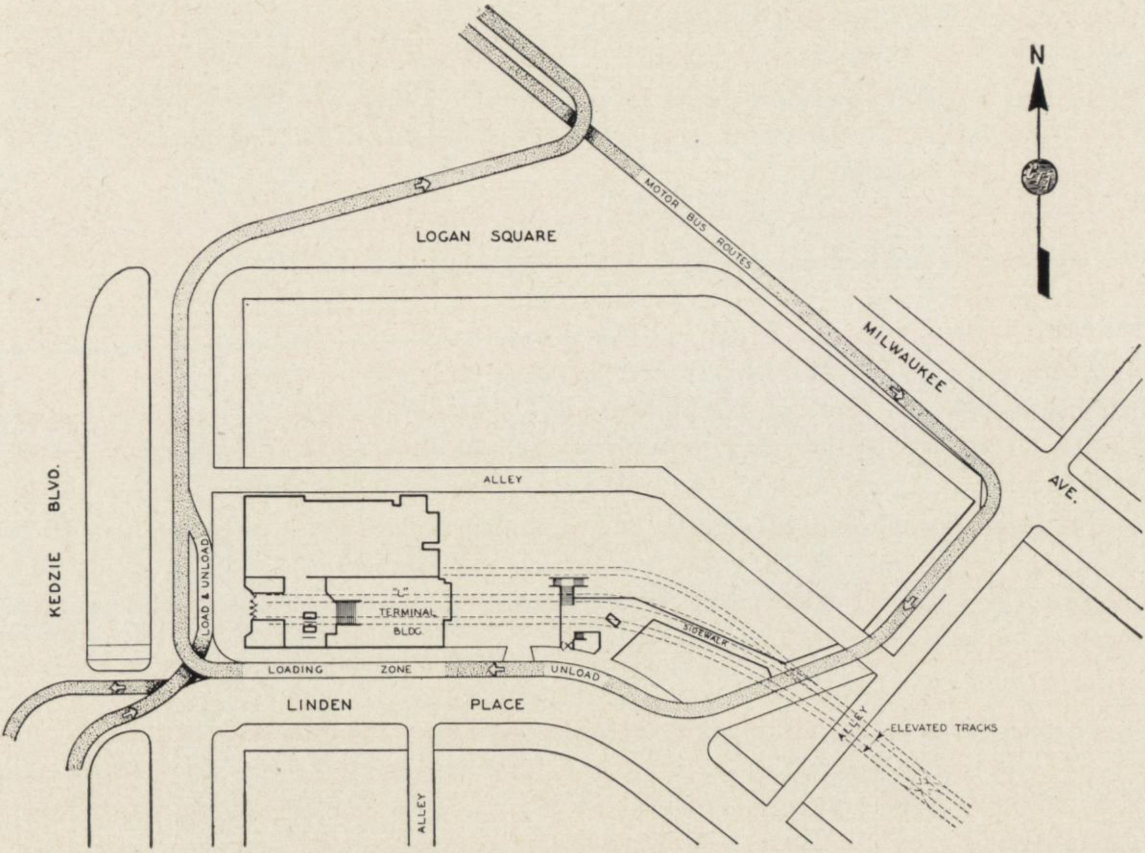
Route	From	To	Round Trip Miles
Cicero Avenue	N. Cicero & W. Pensacola	S. Cicero & W. 24th Pl.	15.81
Grand Avenue	W. Fullerton & N. Nordica	Navy Pier	20.95
Lawrence Avenue	W. Lawrence & N. Austin	W. Lawrence & N. Broadway	12.60
Pulaski Road	W. 31st & S. Komensky	N. Pulaski & W. Peterson	20.74

The above limits are for the routes as they were operated at the end of the year. They vary slightly from the limits of the former streetcar operation.

When the remaining trolley buses, of the group of 349 that were ordered, are delivered other streetcar routes will be converted to bus operation. The substitution of trolley buses for streetcars on Chicago Avenue had already been authorized by the Board at the close of the year. In some instances motor bus operation may be replaced with trolley buses, releasing motor buses for use elsewhere.

New off-street terminals for the use of motor buses or trolley buses were established during the year at the following locations:

S. Archer Avenue & S. Neva Avenue
S. Cicero Avenue & W. 24th Place
Desplaines Avenue & Garfield Park "L"
N. Elston Avenue & W. Kentucky Avenue
W. Fullerton Avenue & N. Nordica Avenue
E. Grand Avenue and N. Streeter Drive
N. Lincoln Avenue & W. Whipple Street
N. Milwaukee Avenue & Logan Square
N. Pulaski Road & Peterson Avenue
W. 31st Street & S. Komensky Avenue


N
LOGAN SQUARE
MOTOR BUS ROUTES
MILWAUKEE AVE.
KEDZIE BLVD.
ALLEY
LOAD & UNLOAD
"L" TERMINAL BLDG.
SIDEWALK
LOADING ZONE
UNLOAD
LINDEN PLACE
ALLEY
ALLEY
ELEVATED TRACKS

DIRECT TRANSFER CONNECTIONS
BETWEEN
SURFACE ROUTES AND LOGAN SQUARE "L" TERMINAL

In addition to the above a number of existing terminals have been improved to facilitate bus movement. There are now a total of 73 off-street terminals on the system. It should be noted that the Desplaines Avenue and Logan Square terminals are in the nature of transfer terminals between the surface system and the rapid transit line. A transfer terminal was likewise being developed at 54th Avenue on the Douglas Park rapid transit line.

During the month of December, 55 per cent of the surface system passengers originated on motor buses or trolley buses. At the end of the year there were but seventeen streetcar lines remaining. Of these, five were operated with one-man cars. Three of the two-man lines were operated with motor buses on weekends. P.C.C. streetcars were operating on six major lines. Some 70 per cent of the passengers on the surface system rode on modern equipment.

At the close of the year, there were 414 revenue miles of streetcar track in operation and 1080 single way revenue miles of bus operation. The latter included 196 revenue miles of trolley bus lines and 884 revenue miles of motor bus lines. This compares with 1024 miles of streetcar track, 49 trolley bus miles and 168 motor bus miles in 1945.

The bus substitutions occasioned the abandonment of approximately 260 single track miles during the year. The track abandonment program has involved considerable activity on the part of the Way and Structure Department. The rail removals, in conjunction with the City's street repaving work, totaled approximately 18 track miles. Ten miles were also removed in carhouses, yards and open track, while 71 miles of abandoned track were covered with bituminous pavement by the City and County, in their resurfacing program. A total of 52 track grade crossings were removed, eliminating considerable maintenance expense.

The electrical department likewise was engaged in considerable activity by reason of the conversions to bus operation. New overhead wires were put in place to accommodate the trolley bus conversions on over 70 single way miles of route that were placed in operation during the year. Work of this nature was also started on other routes. Lighting had to be supplied for bus loops and other new facilities along the routes.

Because of the track abandonment program, trolley spans and feeder cables were removed from many streets. Line poles were removed which were no longer needed by the Authority or the City of Chicago. Conduit lines and manholes were abandoned and salvage was effected to the greatest extent possible.

Rapid Transit

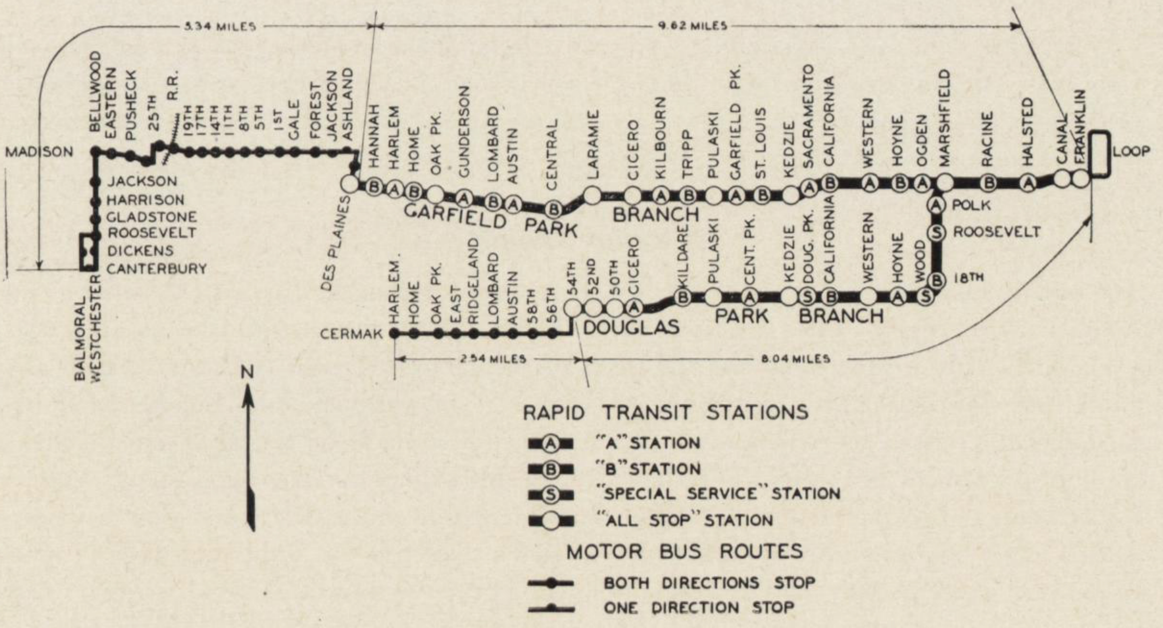
The rapid transit system has enjoyed an excellent record during the past year in so far as the number of passengers carried are concerned. The total traffic was slightly above a year ago, whereas the nation wide trend and the trend of the Chicago Transit Authority system as a whole was downward. This satisfactory showing may be attributed to a number of things including the various service improvements that have been made on the rapid transit system, the introduction of new cars, the addition of the Milwaukee Avenue Subway, new surface feeder lines, and the fact that rapid transit trains are free from the delays and slow operation caused by the increase in street traffic congestion. This latter factor, while present at all times of the year, was especially marked during the period of heavy snowfalls. In the last two weeks of December there were over 24 per cent more passengers originating at rapid transit stations than during the corresponding weeks of the year previous.

With the opening of the Milwaukee Avenue Subway the use of the northwest branch of the elevated from Marshfield station to the Damen Avenue junction was discontinued. The Humboldt Park service was established as a shuttle line on a trial basis. These several changes eliminated the need for the Lake Street transfer station, to which service was discontinued, and the Lake and Ashland station was reestablished. The Loomis-Ogden station on the Lake Street branch was also reestablished on a trial basis.

In December the Garfield Park service was established on a skip stop or "A" and "B" stop basis for rush hour express operation. The Westchester branch, which was an extension of the Garfield Park service west of the Desplaines Avenue station in Forest Park over the tracks of the Chicago, Aurora and Elgin Railway at ground level, was discontinued as a train operation and motor bus service with a transfer terminal at the Desplaines Avenue station was substituted. The Sunday operation was further modified by operating the Westchester bus service to a connection with the Lake Street rapid transit line near Harlem Avenue. On Sundays there is no train operation west of Laramie Avenue on the Garfield Park route. This service has been supplanted by a motor bus operation from Desplaines Avenue in Forest Park to the Central Avenue station of the Lake Street rapid transit line, covering most of the territory of the Garfield Park Route west of Laramie Avenue.

The Douglas Park branch was likewise speeded up in December by the establishment of "A" and "B" stops for rush hour express operation. A number of little used stations were

WEST SIDE RAPID TRANSIT SERVICE
GARFIELD PARK AND DOUGLAS PARK BRANCHES


5.34 MILES
9.62 MILES
MADISON
BELLWOOD
EASTERN
PUSHECK
25TH
R.R.
19TH
17TH
14TH
11TH
8TH
5TH
1ST
GALE
FOREST
JACKSON
ASHLAND
JACKSON
HARRISON
GLADSTONE
ROOSEVELT
DICKENS
CANTERBURY
BALMORAL
WESTCHESTER
DES PLAINES
HANNAH
HARLEM
HOME
OAK PK.
GUNDERSON
LOMBARD
AUSTIN
CENTRAL
LARAMIE
CICERO
KILBOURN
TRIPP
PULASKI
GARFIELD PK.
ST. LOUIS
KEDZIE
SACRAMENTO
CALIFORNIA
WESTERN
HOYNE
OGDEN
MARSHFIELD
RACINE
HALSTED
CANAL
FRANKLIN
LOOP
GARFIELD PARK BRANCH
POLK
ROOSEVELT
18TH
HARLEM
HOME
OAK PK.
EAST
RIDGELAND
LOMBARD
AUSTIN
58TH
56TH
54TH
52ND
50TH
CICERO
KILDARE
PULASKI
CENT. PK.
KEDZIE
DOUG. PK.
CALIFORNIA
WESTERN
HOYNE
WOOD
CERMAK
DOUGLAS PARK BRANCH
2.54 MILES
8.04 MILES
N
RAPID TRANSIT STATIONS
"A" STATION
"B" STATION
"SPECIAL SERVICE" STATION
"ALL STOP" STATION
MOTOR BUS ROUTES
BOTH DIRECTIONS STOP
ONE DIRECTION STOP

abandoned so that the spacing in the Chicago area is approximately one-half mile between stations. A new station was constructed at Central Park Avenue. It was also part of the plan to discontinue train service west of 54th Avenue in the town of Cicero, construct a terminal with bus transfer and automobile parking facilities, and operate a motor bus service from the terminal, west of 54th Avenue, to Cermak Road and Harlem Avenue. This rail operation is at ground level with frequent street crossings. Injunction proceedings on behalf of the City of Berwyn interfered with carrying out this part of the plan in 1951. (Following a ruling favorable to the Authority, bus operation west of 54th Avenue began February 3, 1952.)

These changes, while improving the service for most of the riders will also introduce a greater economy of operation.

Operation on the west side rapid transit routes, particularly the Garfield Park branch, may become disturbed to some extent during the latter part of 1952 by reason of the West Route Superhighway construction. The timing and exact nature of the service rearrangements will depend on the construction progress.

A more accurate dispatching and closer supervision of train operation is now provided by the new electrically operated line supervision control system, which has been placed in operation on a large part of the rapid transit system. This is resulting in more regular and efficient service.

The Milwaukee Avenue Subway

Operation of the Milwaukee Subway began on February 25, 1951. The Logan Square line operating in this subway, which was described in the Annual Report for 1950, was carrying over 60 per cent more riders at the year end than the old elevated service. Logan Square station, the outer terminal, was registering about 85 per cent more passengers than for the corresponding days of a year ago.

The fast direct service to the northwest side has attracted new riders and additional transfer passengers from surface routes. To extend the timesaving advantages of this rapid transit artery to more riders, the Authority placed the following service changes and additions in effect on surface routes connecting with the Milwaukee Avenue Subway and the elevated portion of this route to Logan Square:

1. Extended the north terminal of the Morgan-Racine bus line to the connection with the Grand-Halsted subway station.
2. Inaugurated a bus operation in Armitage Ave., between Grand Avenue and the Logan Square route at Western Avenue.
3. Scheduled special westbound buses in Division Street during evening rush hours to pick up passengers transferring from the Milwaukee Avenue Subway at Milwaukee-Ashland station.
4. Established a limited stop rush hour bus service in Milwaukee Avenue between Central Avenue and the Logan Square rapid transit terminal.
5. Opened a convenient new out-of-traffic transfer facility at the Logan Square terminal to provide an off-street connection to and from the rapid transit for riders of N. Kimball, Kedzie-Homan and Milwaukee Avenue buses.

The popularity of these changes is reflected in the fact that constantly increasing numbers of transfer riders are using northwest side surface lines as feeders to the fast subway route.

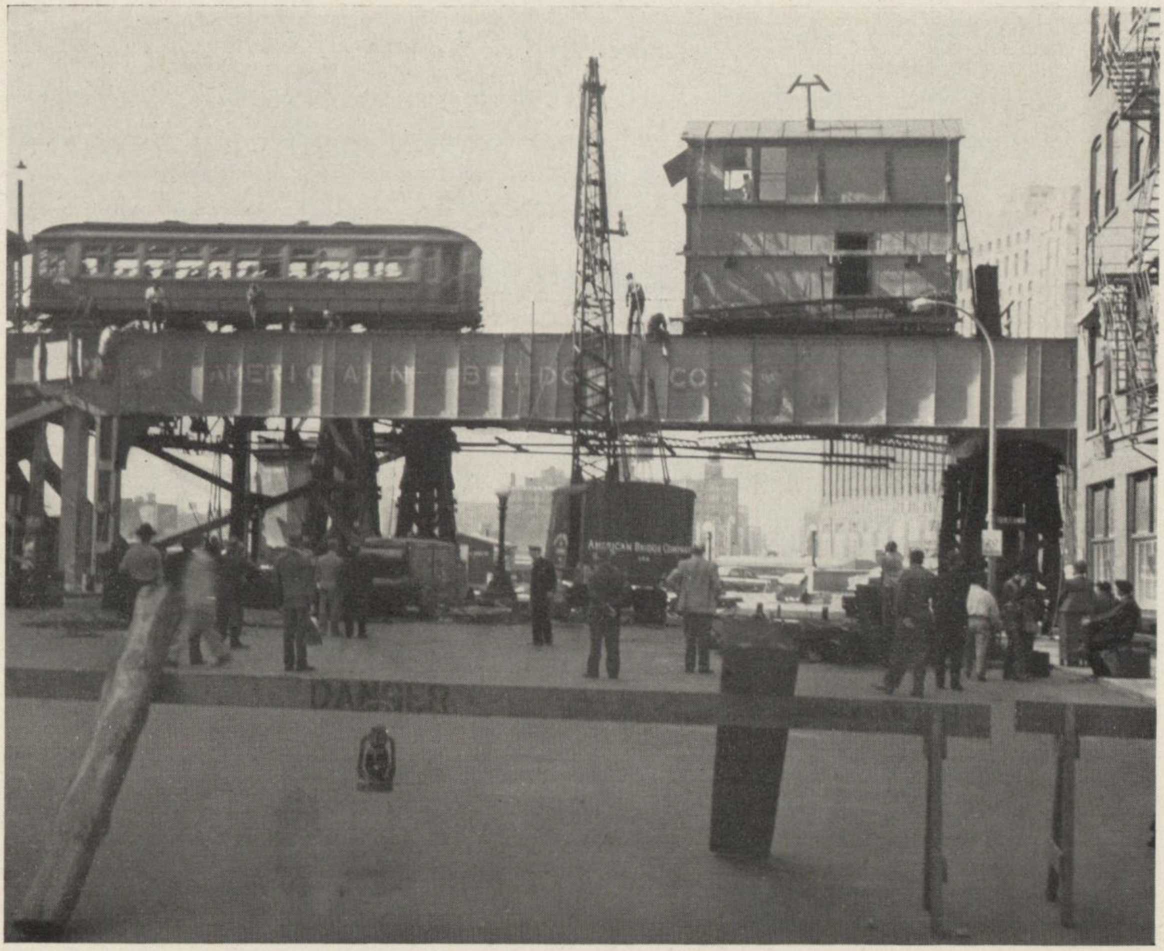
Equipment

In 1951 there were 520 propane fueled motor buses, 190 trolley buses and 100 rapid transit cars delivered—810 units in all. This was the greatest number of units acquired in any one year since 1948. There were still 159 of the Marmon-Herrington trolley buses to be delivered in 1952. The entire current program, including the above equipment, is:

500	Twin Coach-Propane Motor Buses
51	ACF Brill-Propane Motor Buses
349	Marmon-Herrington Trolley Buses
200	St. Louis Car Co. Rapid Transit Cars
1100	units in all

This will bring the total number of units delivered under the Authority's modernization plan to 2,815 new cars and buses.

It is highly desirable from both a service and economy of operation standpoint that additional units of both surface and rapid transit equipment be acquired.



New Girder on Lake Street Elevated Eliminates Columns from Traffic Lanes in N. Wacker Drive.

Plant Improvement

In addition to new passenger equipment and improvements on road, station and terminal facilities for both surface and rapid transit, a number of other plant improvements have been carried out. These included extensive remodeling of the depots at North Avenue and Cicero Avenue, at 77th Street and Vincennes Avenue and at 24th Street and Leavitt Street, to accommodate the growing number of buses. The 24th and Leavitt Street depot became an all bus station. Two streetcar depots, Elston and Wrightwood, were removed from service as operating stations.

Propane storage and dispensing plants were installed at four depots. These fueling facilities are located outside of the terminal buildings and include many features to insure safe handling of fuel. Extensive improvements were made to the South Shops located near 77th Street and Vincennes Avenue to modernize this plant and adapt it more completely for the servicing and overhauling of buses. Facilities have been provided for more efficient handling of materials and supplies. The installation of two additional streetcar and bus washers was completed on the system.

Construction was started on an addition to the Skokie Shops to provide additional shop capacity for the servicing and overhauling of rapid transit trains.

Due to the expansion of motor bus operation, three substations were discontinued. Two substations, from which the Authority has been receiving energy, were changed to Chicago Transit Authority personnel operation in accordance with the power contract with the Commonwealth Edison Company. Additional substation facilities were installed to provide adequate capacity for feeding the Milwaukee Avenue Subway.

The major portion of the construction work on these and other improvements was performed by the forces of the Authority. Among the plans, on which work is being done for additional facilities, were those for the $2,500,000 project at Elston and Armstrong Avenues, a major trolley bus and motor bus terminal. It is anticipated that some of the underground piping, sewer facilities and paved area at this location may be placed during the coming year.

Public Improvements

In addition to cooperating by rerouting its lines and removal of certain structures for street paving projects, the Authority has had considerable construction work to do in connection with other public improvements. This includes the supporting of structures and the construction of new facilities in connection with the Congress Street Superhighway. Work of this nature will continue for some time. Diversion tracks were installed on Madison Street, at the Wacker Drive extension, in order to insure continuous operation of our streetcars during the improvement work at that location.

Four of the elevated columns of the Lake Street structure spanning Wacker Drive were removed and new columns installed where they would not interfere with Wacker Drive traffic. The street was spanned with new plate girders. The total cost was approximately $55,000, for a project that was entirely for the benefit of general street traffic.

Modernization Status

The expenditure of $17,352,000 for improvements, in addition to current renewals, in 1951 has raised the accomplished modernization of the Authority's program to a high level.

Summarizing expenditures to date we have:

Expended for Modernization from inception of the Authority to December 31, 1950	$48,064,000
Modernization expenditures during the year ended December 31, 1951	$17,352,000
Total to December 31, 1951	$65,416,000

Of the expenditures made in 1951, $15,433,000 was for new equipment. Expenditures of approximately $2,950,000 for this purpose will also be made during the coming year because of the remaining deliveries of the current equipment program, bringing total expenditures for modernization to $68,366,000.

General Activities

Real Estate

During the year thirteen parcels of real estate were sold at a total sales price of $554,250. Seven parcels of real estate were purchased at a total price of $62,765. The latter were principally for use as off-street terminals for surface transit vehicles of the Authority.

In the annual report of the Board for 1950 it stated the Authority hoped to move all of its general offices to the Merchandise Mart, on a single floor, about November 1, 1951. There has been some delay occasioned by the fact that tenants occupying space to be taken by the Authority were unable to move to other space at the scheduled time.

The Authority however, gave up all space at 79 W. Monroe Street except for a relatively small area required for power supervision, radio room and telephone switchboard. It was not practical to move these facilities, with their maze of wire connections, to temporary quarters pending their permanent location. Considerable space was also vacated at 175 W. Jackson Blvd., and a number of departments were housed temporarily in various scattered quarters in car house, shop and other buildings of the Authority, which kept the rental payments at a minimum.

The greater portion of the Authority's new space in the Merchandise Mart will be ready for occupancy about June 1, 1952 and all departments will be located there by the end of the year. Full advantage can then be taken of the increased efficiency of a consolidated office, with a lower over-all cost for space of about $144,000 per year than under the old scattered arrangement.

Rates of Fare

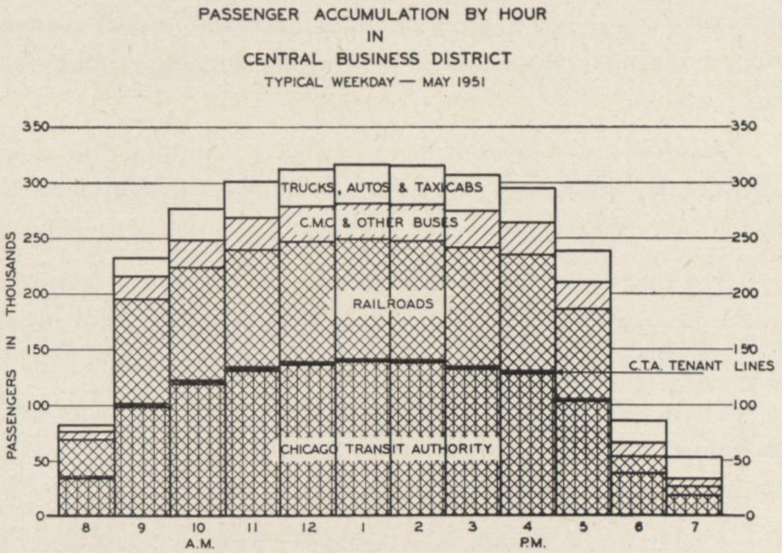
The General Manager in compliance with Resolution No. 49-223, under date of June 29, 1951, presented to the Chairman and members of the Board a report and recommendation stating his opinion that a change in rates of fare was required in order to provide revenues in such amount as required by law. This report cited the effect of system wide application of the wage adjustments provided for in the amendments to the labor agreements referred to herein and to other elements of increased costs.

Accordingly, Chicago Transit Board held public hearings commencing July 9, 1951, and closing July 20, 1951 at which evidence both documentary and oral was offered and received and at which the official representatives of municipalities, whose residents might be affected by changes in fares, and other persons were heard and were given an opportunity to cross examine witnesses and present evidence and arguments.

The Board after consideration of these matters, on July 25, 1951, fixed temporary or interim rates which became effective at 12:01 A.M. August 1, 1951, in which the principal changes were an increase in adult fare on the surface system from fifteen cents to seventeen cents for local lines, the adult fare on express bus lines being increased from seventeen cents to eighteen cents; an increase in adult fare on the rapid transit system from seventeen cents to eighteen cents; an increase from seven cents to eight cents for child fare or school child fares; and an increase from twenty cents to twenty-five cents for through rides on the rapid transit system between the middle zone and either the north zone or west zone. These fares are described in further detail in a tabulation which is appended to this report.

The fare ordinance of July 25, 1951 was adopted for the purpose of establishing temporary or interim rates, fares or charges to be effective only until such time as the Board may thereafter on the basis of the evidence theretofore presented and the proceedings pending before and held under consideration by the Board, fix other rates, fares and charges.

On October 4, 1951, the Board passed an ordinance authorizing the sale of a weekly zone pass ticket at $1.25 good for payment of fare on the vehicles of the surface system within the downtown territory bounded by Roosevelt Road, Clinton Street, Grand Avenue and Lake Michigan. The use of this pass became effective October 30, 1951. It does not entitle the


PASSENGER ACCUMULATION BY HOUR
IN
CENTRAL BUSINESS DISTRICT
TYPICAL WEEKDAY — MAY 1951

Mass Transit in Various Forms Brings The Greater Portion of the Daylight Population to the Central Business District Every Weekday

user to a transfer and is not good on express buses. On normal weeks in December the pass was selling at the rate of about 2500 per week.

At the time the interim fare ordinance became effective on August 1, 1951, the adult fare on the Chicago Motor Coach system was thirteen cents. The ordinance provided that transfers would be offered by Chicago Transit Authority to full fare passengers for acceptance by Motor Coach, and that transfers issued by Motor Coach would be accepted by the Authority for use on the surface system on payment of four cents; for use on express buses and in the middle zone of the rapid transit system on payment of five cents; and for use in connection with two-zone through rides on the rapid transit system on payment of twelve cents. Effective November 8, 1951, when Chicago Motor Coach fares were increased from thirteen to fifteen cents, each of the above charges was reduced two cents by action of the Board.

Wage Agreements

On July 25, 1951, an agreement was made and executed by and between Chicago Transit Authority and Division 241 of the Amalgamated Association of Street, Electric Railway and Motor Coach Employees of America. This agreement followed a memorandum of understanding dated June 22, 1951, with respect to changes in the existing agreement between the Authority and the labor organization to become effective after approval by the membership of Division 241 and by Chicago Transit Board. Similar agreements were made with other labor organizations.

The principal amendments to the prior agreements are reviewed herein. The hourly wage rates and monthly salaries of employes covered by the agreement were increased seven cents per hour beginning August 1, 1951, with an additional three cents per hour beginning January 1, 1952, and an additional four cents per hour beginning June 1, 1952.

Special increases to employes classified as Car and Bus repairers Class "A" and Class "B" were also made effective on August 1, 1951.

In addition to the general increase in basic rates and the special increases, a cost of living allowance was agreed to providing for adjustment in each quarter of the year using the May 15, 1951, Consumers' Price Index for Moderate Income Families for Chicago as the base index in each case.

Provisions were also made clarifying the computation of weekly overtime in connection with holiday allowances. Vacation allowances, vacation eligibility and other matters relating thereto were also determined.

The cost of living allowance resulted in a one cent increase in hourly wage rates effective in the first pay period of October 1951, and a three cent increase in the first pay period of January, 1952. (This was decreased by two cents in April, 1952.)

These agreements run to May 31, 1953. The total increases to and including June 1, 1952, excluding cost of living increases, therefore total fourteen cents per hour at a cost to the Authority of approximately $6,500,000 per year.

Retirement Plan

In accordance with the Retirement Plan which was effective June 1, 1949, the rate of contribution by employes increased, on June 1, 1951, from 2 per cent to 2½ per cent of their salary. The rate of contribution paid by the Authority increased from 4 per cent to 5 per cent.

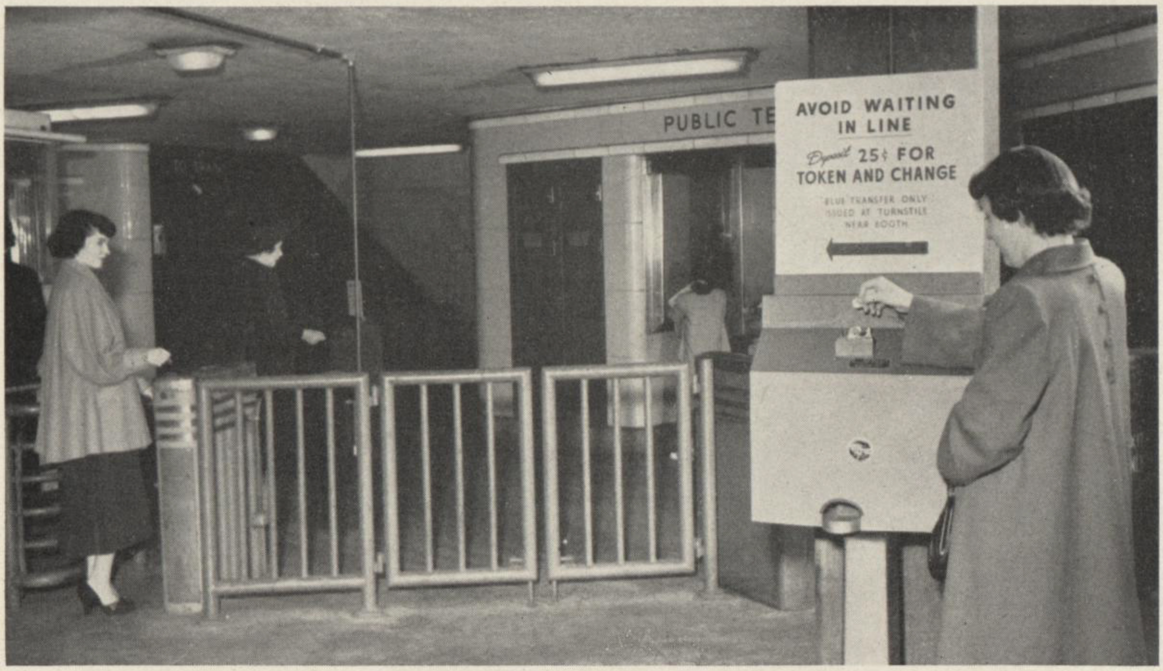
The total payments made by the employes in 1951 were $1,688,277, while the Authority contributed $3,344,789. There were 3,875 retired employes as of December 31, 1951. The total payments to retired employes, their beneficiaries, and as refunds to employes leaving the service, during 1951, were $4,340,861.

Insurance

Group life, sickness and accident and hospitalization insurance continued to be furnished free to the employes by Chicago Transit Authority. The total cost of premiums for this insurance for the year amounted to $892,000. During the year employes were also offered the right of taking additional hospital insurance for themselves and their dependents through payroll deductions.

The total fire insurance coverage at the end of the year was $106,041,500. Of this, $18,423,250 was carried on superior risk properties and $87,618,250 on ordinary risk properties. The latter included coverage for the new equipment which was insured in the name of the Trustee for the equipment in accordance with the Equipment Trust under which each piece of equipment was purchased.

The Authority also carries other forms of insurance which are considered necessary, such as public liability insurance, financial risk insurance and boiler and pressure vessel insurance.


PUBLIC TE
AVOID WAITING IN LINE
Deposit 25¢ FOR TOKEN AND CHANGE
BLUE TRANSFER ONLY ISSUED AT TURNSTILE NEAR BOOTH

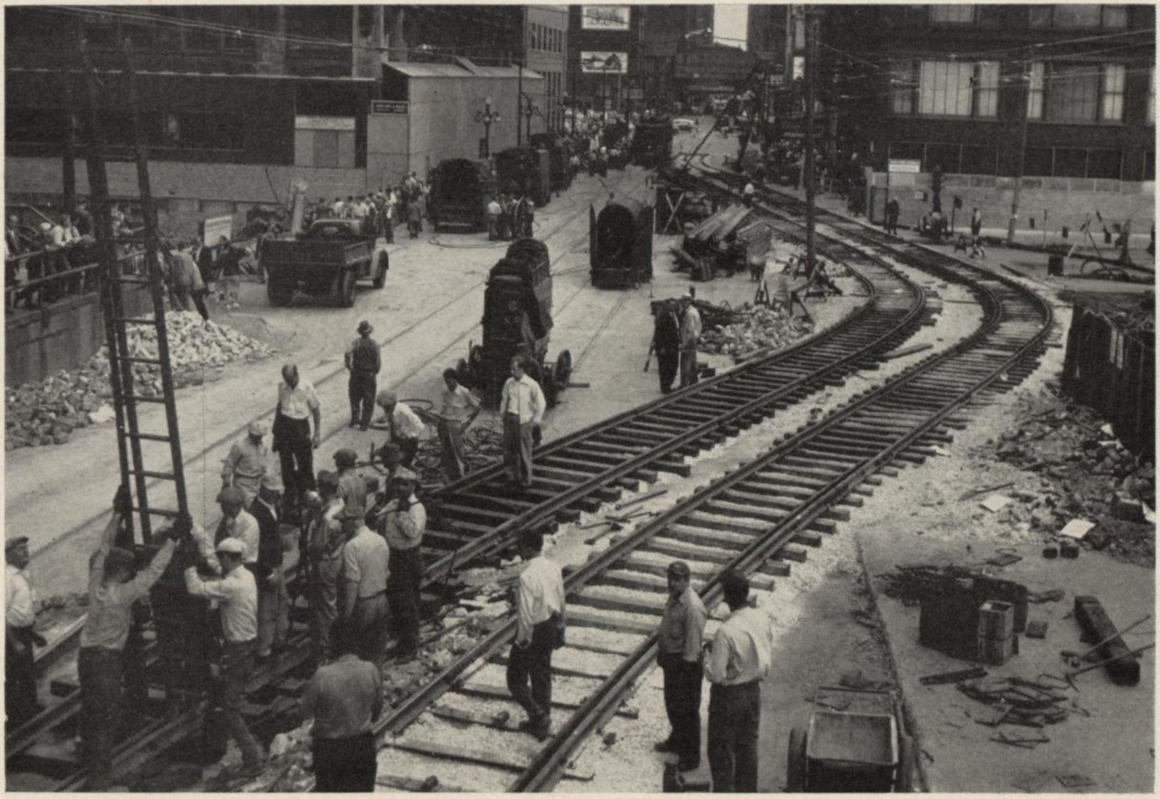
New Aids to Improve Fare Collection Are Used Experimentally.

Litigation

During the year 1951 the Law Department conducted several litigations of unusual importance to Chicago Transit Authority.

The so-called *Lustfield Case*, decided by the Illinois Supreme Court, sustained the power of the Authority to operate buses in interurban service on the public highways without securing consent of the municipalities through which the buses are operated. The decision also established that the Authority is not bound by the covenants and conditions contained in the various contract ordinances between municipalities and the public utility companies which formerly operated the elevated facilities. Following the precedent established in the Lustfield decision, the Circuit Court of Cook County denied injunctions sought by the City of Berwyn and Village of Westchester to prevent suspension of rail service and substitution of motor buses on the outer ends of the Douglas Park and Garfield Park lines.

During the summer five suits were brought for the purpose of preventing the Transit Authority from changing rates. All were unsuccessful. Several were instituted with reference to the intersystem transfers. Chicago Motor Coach Company brought a suit claiming that by continuing the transfer privilege the Transit Authority had incurred a liability to pay Chicago Motor Coach Company approximately $1,700,000. The Authority denies any liability. Following the institution of that suit, the Transit Authority adopted amending ordinances to eliminate any possible basis of claim that further liability was being incurred. Two suits to enjoin the



Preparing for Madison Street Traffic During Construction of Wacker Drive Extension.

amendments were brought. The amending ordinances were held valid and motions for temporary injunctions were denied. Chicago Motor Coach Company also sought by proceedings before the Illinois Commerce Commission to avoid the effect of the amendments, but those efforts also were unsuccessful.

Chicago Motor Coach Company brought suit to enjoin the Transit Authority from extending the Austin Avenue motor bus route of the Authority south from its present terminal at North Avenue to a new terminal at Roosevelt Road. The trial court issued a temporary injunction, which the Appellate Court vacated. The Appellate Court rendered an opinion which settled a number of questions in favor of Chicago Transit Authority. It held that without local consent Chicago Transit Authority may install interurban bus service and is free to do local business, provided the local traffic is incident to the interurban service. It also held that a certificate of public convenience and necessity held by Chicago Motor Coach Company did not have the effect of excluding the Transit Authority from operating on the same street, saying that to permit the existence of a small local transportation system to obstruct the development of the Authority's broad transit plan, would be to disregard the purposes of the Transit Authority Act. The Appellate Court also held that action taken by the Board without public hearing was nevertheless valid. The Supreme Court of Illinois denied a petition for leave to appeal from the Appellate Court decision.

Chicago Motor Coach Company has applied to the Illinois Commerce Commission for a certificate of convenience and necessity to operate on various streets upon which Chicago Transit Authority is now operating or authorized to operate. Chicago Transit Authority is opposing the application upon the grounds that under the "Little Home Rule Act" the Commission has no power to act on the application and that Chicago Transit Authority has exclusive rights granted by the City of Chicago to use these streets for a term of fifty years.

As the result of inability to reach an agreement with the 79 W. Monroe Building Corporation upon the terms for occupying space in that building during the delay in moving to the Merchandise Mart, substantially all of the space previously occupied in the 79 Monroe Building was vacated. To obtain the right to occupy, temporarily, space for switchboard, radio and other facilities which could not immediately be moved, the Authority sued to condemn a temporary right of occupancy. The 79 Monroe Building Corporation is contesting the right to maintain the action, and takes the position that the Authority became liable to pay full rent under the lease. This matter is pending and undecided in the Circuit Court of Cook County.

Public Information

The Department of Public Information exercises general supervision over public and press relations, publicity, advertising, promotional projects, and revenue-producing contracts covering concessions and commercial advertising on CTA vehicles and properties. Added to the department's responsibilities during 1951 was the direction of an expanded Charter Service sale program.

In its *press relations* the Authority continued throughout 1951, to use all available channels of communication to keep the CTA story before the public. News items relating to the arrival of new equipment, changes in service and fares, establishment of new terminals, and many other operating and financial matters, were released regularly to metropolitan dailies, community and foreign language newspapers, news agencies, radio and television stations, trade publications, and interested investment organizations. The Authority supplies on request specific information concerning CTA's operations and activities to reporters, editorial writers, radio-television commentators, and other news-gathering agencies.

In its *advertising-promotion* the Authority utilized paid newspaper advertising, leaflets, map folders, car cards, posters, vehicle window stickers, banner signs, and "take-one" folders to keep riders abreast of CTA operating changes and problems and to promote increased riding.

More than 200,000 copies of a CTA system map and information folder were distributed to Chicago residents and visitors and work has been started on a new 1952 edition.

Also popular with visitors to the city is the SEE CHICAGO BY CTA leaflet, published annually, about 50,000 copies of which were used during 1951. Distribution of both of these folders is made through rapid transit stations, travel and information bureaus, department stores, rail, bus and airline terminals, libraries, hotels, etc.

As an additional public service, pocket timetables carrying full operating schedules of many bus lines and "owl" schedules of various additional routes are distributed to riders.

In its *community relations* the Authority serves as a "good neighbor" to a wide variety of community, civic, charitable and patriotic organizations. Advertising space in CTA vehicles and on rapid transit properties is made available without charge:

a. To promote events and money-raising campaigns conducted by such groups as the Red Cross, Heart Association, Community Fund, Cancer Society, Shrine Hospital for Crippled Children, Easter Seals, Christmas Seals, and many others.

b. To publicize recruiting drives of the armed forces and encourage the sale of government bonds.

c. To direct attention to public recreational facilities in the public parks and forest preserves and to various civic-sponsored traffic, safety and clean-up drives.

Safety posters are distributed every six weeks to all public and parochial elementary and high schools. The Authority has closely cooperated with the recently established Citizens Traffic Safety Board. Money raising campaigns for the Red Cross and the Community Fund are conducted among the CTA employes annually. CTA participated in community celebrations attending the inauguration of new or improved transit operations. CTA representatives were also assigned to appear before local organizations to speak on transit matters.

Income from *advertising franchise* and the various *concession* activities for the years 1951 and 1950 were as follows:

	Year	
Item	1951	1950
Advertising Display	$864,549	$825,144
Newsstands	74,315	75,777
Soft Drink Vending Machines	27,814	31,262
Candy, Gum and Nuts Vending Machines	56,725	53,315
Parcel Lockers	4,874	5,053

CHARTERED
5291

The Management Authorized an Increased Emphasis on Charter Service.

During the year a contract was awarded to Chicago Transferads covering rights to the sale of advertising on the backs of CTA transfers. After a promotional campaign, sales of this space to advertisers were started late in the year, and it is hoped that for 1952 and later years a substantial income will be obtained from this source. A feature of this medium is "A Smile A Day," a daily humorous quip printed at one end of the transfer for enhancing readership of the commercial advertising.

A plan for operation of small vending machines in passenger equipment was formulated during the year. This plan provides for the installation of a number of machines in each unit of passenger equipment adaptable thereto, and a test operation is scheduled for early 1952 on the 63rd Street line.

An increased emphasis on *Charter Service* was authorized by the management during the fall of 1951. Accordingly, a Sales Manager, Charter Service, was added to the Public Information Department and procedures formulated for administering this service in larger volume.

An extensive promotional campaign was carried out for charter service by means of advertising in community newspapers, direct mail, car cards, and traveling displays. This campaign was started during the month of September and the response was prompt and encouraging. The total sales of charter service for the year were $35,462 of which $22,890 was billed for the four months, September through December. The total volume for the year 1950 was $13,252.

To serve its *customers*, the Authority processes a large number of written and telephone requests for general information, as well as for printed material relating to Chicago Transit Authority service, history and corporate structure.

Written and verbal communications received from the public relative to CTA service and facilities are promptly and thoroughly investigated and answered through the Service Section. The volume of public contact established through this activity averages a total of about nine hundred letters, telephone calls and personal visits monthly.

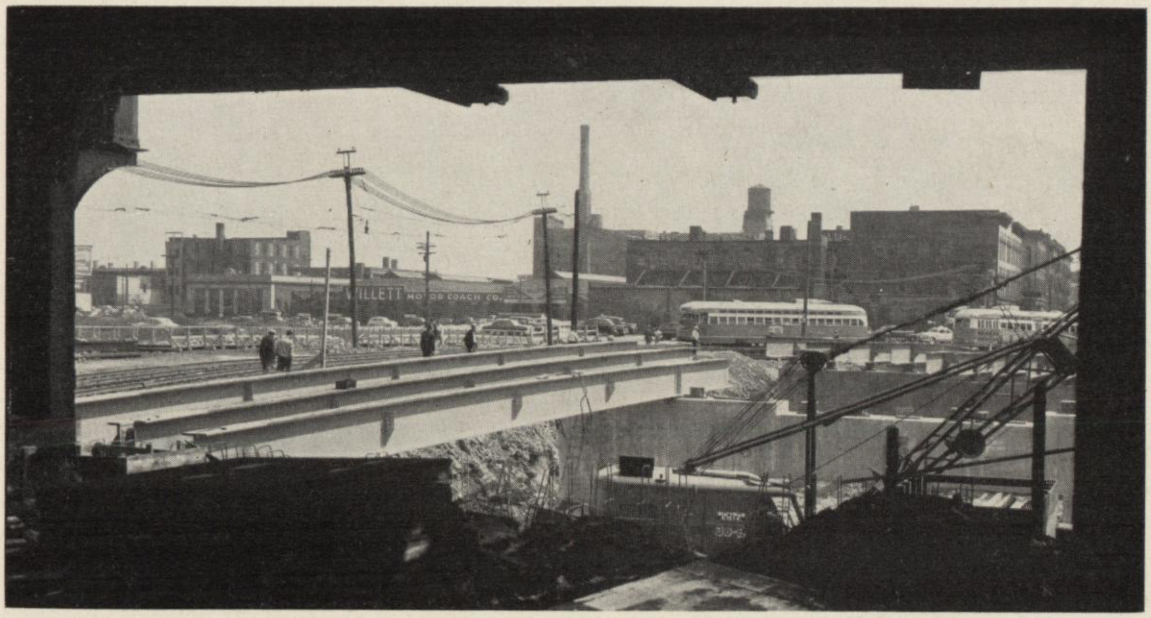
To help transportation *employes* provide proper information to the riding public, there was compiled and published a pocket size "Employes' Street Guide and Directory" during the summer of 1951. In addition to a listing of all streets in Chicago and suburban communities served by CTA, the directory includes data regarding points of interest, CTA transfer regulations and "Owl" service schedules, and the location of police stations, hospitals and rail and bus terminals.

The Authority's employe magazine—CTA TRANSIT NEWS—won two awards for excellence during 1951 in competition with house organs issued by transit companies of the nation and entered in the annual contest sponsored by the industry trade publication MASS TRANSPORTATION.

The CTA magazine was designated best in its class and was also named grand prize winner as the outstanding employe publication in the transit industry for 1951.

Awards include an individual trophy for permanent possession by the magazine's editor, Mr. William M. Howlett, and the MASS TRANSPORTATION national award which CTA will be privileged to display throughout the year 1952.

TRANSIT NEWS, prepared in the Public Information Department, was mailed monthly to the homes of all CTA employes during 1951 to keep them and members of their families advised of the organization's activities and policies. Constant emphasis is placed upon the importance of courtesy and safety in transit operations. During 1952, the magazine will be issued on a bi-monthly basis.



Congress Street Superhighway Program Required CTA Track Reconstruction.

Management and Personnel

Chicago Transit Board

There was no appointment of a member for the remainder of the term expiring September 1, 1951, which became vacant by reason of the death of Mr. Irvin L. Porter, on December 24, 1950.

The vacancy in the Board membership was filled when, in December, 1951 Mr. John Holmes was appointed a member of the Board for the term expiring September 1, 1958, by Honorable Martin H. Kennelly, Mayor of Chicago. Confirmation of the appointment was carried over into 1952. (The consent of the City Council was given on January 10, 1952. Thereafter the approval of Honorable Adlai E. Stevenson, Governor of Illinois, was given and the appointment was made effective by Mr. Holmes filing his oath of office on January 22, 1952, with the Secretary of State of the State of Illinois.) Mr. Holmes is president of Swift and Company.

The Board held 42 meetings for the transaction of business in 1951. It held lengthy hearings on fare matters in July and had frequent public hearings on service matters, held either by the entire Board or its service committee. There were 13 such public hearing sessions. There were also 15 formal committee meetings and many informal conferences on policy matters held during the year.

Personnel

Mr. Werner W. Schroeder, who had been General Attorney since the organization of the Authority, resigned and was succeeded by Mr. Thomas C. Strachan, Jr. Mr. Evan J. McIlraith retired as Manager of Maintenance and Planning and this position was discontinued. Thereupon, General Manager, Walter J. McCarter, assumed direct supervision over the Electrical, Equipment, Staff Engineering and Way and Structure Departments.

Appointments during the year included that of Mr. E. D. Ehrlich as Sales Manager of the enlarged charter service. Mr. A. F. Stahl was appointed Supervisor of the Employment Department. Changes in the Accounting Department included the appointment of Mr. J. H. Finch as Assistant Comptroller and Mr. A. C. Jann as General Accountant. Mr. E. M. Raftery was appointed Superintendent of Maintenance of Way and Structure for the rapid transit system. Mr. T. B. O'Connor was appointed Acting Superintendent of Transportation, effective January 1, 1952.

While the employment departments of the two predecessor companies were combined soon after the Authority began operation of these properties, further improvements in methods were adopted from time to time and the Employment, Job Classification, Accident Prevention and Training Departments are now closely correlated.

Since job classification has been established all changes in salary or position are checked by that department and certified by the General Manager's office. The job classification plan is thereby used as a means of payroll control. A comprehensive and unified system of personnel records will be completed upon the consolidation of offices in the Merchandise Mart building.

Employment procedures have been patterned after modern scientific techniques currently in use by other large organizations.

The Training Department activities relate not only to breaking in of new employes but also to retraining and special training for major operational changes, fare structure revisions, new equipment and other related programs.

The activities of the Accident Prevention Department are divided into two major areas—promoting passenger and traffic safety and accident prevention work to promote industrial safety. Changes are continuously being made to eliminate possible hazardous conditions many of which are the result of the pressure of increasing traffic congestion.

During the year "Honor Roll" certificates were presented to 5038 trainmen who had completed twelve consecutive months of operation without a preventable accident.

Ten "Bronze Certificate" awards were won by various departments in the contest sponsored by the American Transit Association. These awards were given to employe groups achieving 250,000 consecutive man-hours without a lost time accident.

In a Commercial Fleet Contest and an Industrial Accident Contest, sponsored by the Greater Chicago Safety Council, CTA groups won eight awards in recognition for reduction in the number of accidents.

RESTAURANT
SOUND OFF
TAXI

Subways Prove Popular as a Means of Entering Central Business District.

During the year 3,577 persons left the service of the Authority, of which 804 were retired on pension or disability. 1,847 new employes entered service. At the close of the year there were 17,867 persons employed by the Authority or 1,730 less than a year ago. This compares with 22,050 employes on October 1, 1947 when the Authority began operation.

Planning for 1952

At October 1, 1952 five years will have passed since the Authority began its function as an actual operator of the transit system. At September 1, 1952 the term of every Board member originally appointed will have expired. While some members have been reappointed, a majority of the original members no longer serve because of death, resignation or expiration of term and new appointments have been made. However, the continuity has been maintained. In all, this year will be a special period of stock-taking. This is further emphasized by the fact that a large program of new equipment deliveries will have been completed, and means for financing additional improvements must be secured.

The delivery of 159 new trolley buses in 1952 will complete the delivery of the units for which most of the financing was arranged in 1950. A considerable number of additional new equipment units should be acquired at an early date. While, by the middle of the year, there will be but 250 old type streetcars in daily operation they should soon be replaced. About 500 new rapid transit cars would be a desirable acquisition from the standpoint of improvement of service and economy of operation.

Additional storage and servicing facilities for the new type vehicles are highly desirable. The acquisition of these and other improvements for the convenience and comfort of patrons will be met to the fullest extent possible.

Manpower shortages are expected to persist and the installation of a number of items may be delayed by the additional time required to secure certain materials, due to meeting the requirements of National Production Authority.

Basic costs have been rising at a faster rate than it has been possible to effect operating economies. The Board will make every effort to meet its obligation to render good service on the basis of requisite economy.

The Board calls attention to the fact that the automobile, the principal competitor to the Authority's service and a useful and necessary means of transportation, must be further controlled so as not to hamper mass transportation on which so many persons are dependent. This is a nation-wide problem. In all cities local transit is forced to operate on an uneconomic basis because of loss of off-peak riding to the automobile and its surface equipment is slowed down by the vehicles used or parked by relatively few persons.

An important part of our future planning relates to rapid transit. For the West Route Superhighway, commonly called the Congress Street Superhighway, which is now under construction, Chicago Transit Authority has given up its rapid transit right-of-way in the superhighway area in exchange for which the City of Chicago and other governmental bodies have agreed to provide a median strip for a new rapid transit route in open cut from approximately Halsted Street to S. Lotus Avenue, which is near S. Laramie Avenue. The City has also agreed to provide a subway from Halsted Street to a connection with the Milwaukee Avenue Subway near the Chicago River. The City will also provide track and other transportation equipment, except cars, for this subway and median strip. The cost of the transportation equipment will be repaid by the Authority to the City in equal monthly payments over the estimated service life of the properties installed. For use during the construction period, temporary track on the surface is being installed by the City from approximately S. Sacramento Boulevard to S. Racine Avenue to permit the Garfield Park rapid transit service to be maintained.

The prospect of early construction of the subway connection and installation of transportation equipment therein and in the median strip became more nearly assured when, on April 16, 1952, the City Council of the City of Chicago approved the issuing of $25,000,000 in general obligation bonds for this purpose, subject to the approval of the voters at the June 2, 1952 election.

The Authority now operates over the tracks of the Chicago, Aurora & Elgin Railway west of S. Laramie Avenue to DesPlaines Avenue in Forest Park and that railway operates over the tracks of the Authority east of S. Laramie Avenue to its Wells Street terminal. The railway has a petition before the Illinois Commerce Commission requesting the abandonment of rail service maintaining, among other things, that facilities will be inadequate to operate its trains to the Wells Street terminal, particularly during the period when a portion of the right-of-way of the Authority will be on the surface. This has aggravated the problem of securing the most convenient terminal for the west end of the Authority's Garfield Park Line.

A plan was submitted by the General Manager and approved by Chicago Transit Board on April 15, 1952, subject to suitable terms and conditions, which contemplates that a right-of-way principally within the superhighway area be provided from S. Lotus Avenue to approximately the DesPlaines River or to 1st Avenue in the Village of Maywood. At this point a transfer platform would facilitate the interchange of passengers between trains of Chicago Transit Authority and trains of Chicago, Aurora & Elgin Railway. The transportation equipment, other than cars, for this right-of-way would be provided by the governmental agencies interested in the highway project subject to repayment of the cost thereof by the Authority under an arrangement similar to that which it has with the City of Chicago. This matter is now under consideration by the Highway Department of Cook County and the other interested agencies.

Acknowledgements

The Board wishes to thank the many public officials and other persons who have been helpful in its efforts for better local transportation and is especially appreciative of the public attitude of good will and the fine cooperation of its employes in giving the best service possible during the several periods of exceptionally heavy snowfall.

By Order of the Board

Ralph Budd

Chairman.

Room A-609
175 W. Jackson Boulevard
Chicago 90, Illinois
May 1, 1952

AUDITORS' CERTIFICATE

To the Chicago Transit Board,
Chicago Transit Authority:

We have examined the balance sheet of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 31, 1951, and the related statements of income, of accumulated net earnings, of application of revenues and of funds for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We previously had made a similar examination for the year ended December 31, 1950.

In our opinion, the accompanying balance sheet and related statements of income, of accumulated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 31, 1951, and the results of its operations and fund transactions for the year then ended, and were prepared in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding period.

It is our further opinion that the accompanying statement of application of revenues presents fairly the distribution made of revenues of Chicago Transit Authority for the year ended December 31, 1951, and was prepared in accordance with the provisions of the Trust Agreement securing the Series of 1947 Revenue Bonds.

ARTHUR ANDERSEN & CO.

Chicago, Illinois,
March 14, 1952.

Assets

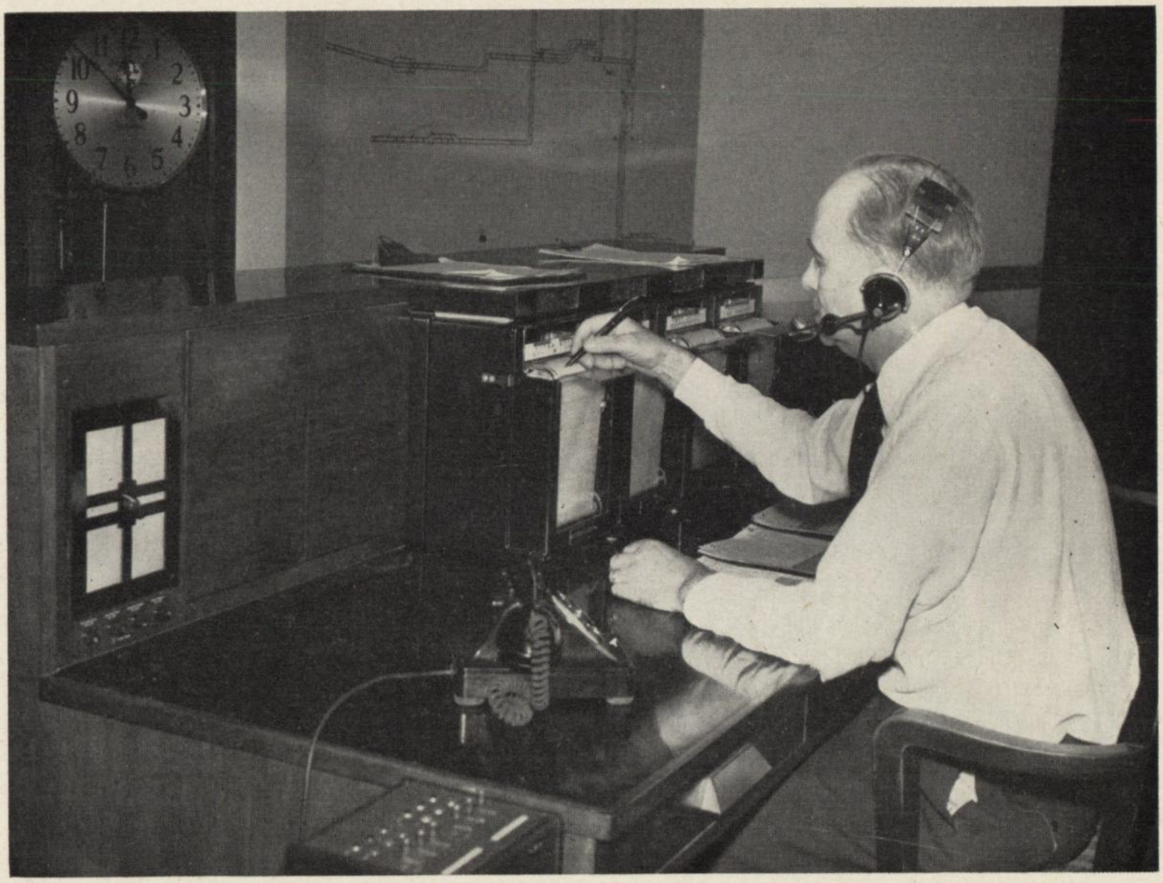
	December 31 1951	December 31 1950
Transportation Property, at cost	$125,698,532	$111,687,711
Reserve for Depreciation	18,198,112	15,586,265
	$107,500,420	$96,101,446
Special Funds:		
Cash and U. S. Government Securities (see accompanying statement of funds):		
Under control of Revenue Bond Trustee—		
Transit revenue	$ —	$ —
Series of 1947 Revenue Bond reserve	5,596,169	4,173,000
Depreciation reserve ($1,760,125 minimum balance required by Equipment Trust Agreements at December 31, 1951)	2,195,639	1,016,864
Operating expense reserve	588,736	588,736
Special modernization	—	172,178
Modernization	20,280	127,684
	$8,400,824	$6,078,462
Under control of Equipment Trustees (for purchase of equipment)	1,690,216	15,951,163
Damage reserve	1,915,134	2,065,023
	$ 12,006,174	$ 24,094,648
Current Assets:		
Cash and U. S. Government securities (see accompanying statement of funds):		
Working cash (including $5,000,000 provided from Revenue Bond proceeds)	$ 10,917,996	$ 10,688,090
Deposit for payment of Revenue Bond interest	1,908,020	1,908,020
Deposits for payment of interest on Equipment Trust Certificates	254,931	275,770
Municipal compensation fund	—	862,330
	$ 13,080,947	$ 13,734,210
Accounts receivable	501,401	745,042
Materials and supplies, at average cost	7,393,429	7,315,041
Prepayments and other current assets	725,144	987,899
	$ 21,700,921	$ 22,782,192
Deferred Charges	$ 108,217	$ 153,971
	$141,315,732	$143,132,257

NOTE:—Commitments for the purchase of revenue equipment to be paid from funds on deposit with Equipment Trustees aggregated approximately $1,690,000 at December 31, 1951. Other modernization commitments approximated $1,710,000, of which $1,260,000 represented amounts for the purchase of revenue equipment which is to be financed with Equipment Trust Certificates in 1952.

Liabilities

	December 31	
	1951	1950
Long-Term Debt (see accompanying statement):		
Revenue Bonds, Series of 1947	$105,000,000	$105,000,000
Equipment Trust Certificates, after deducting cash of $2,310,052 and $1,084,845, respectively, held by Trustees for payment	12,123,948	13,915,155
	$117,123,948	$118,915,155
Accumulated Net Earnings (see accompanying statement):		
Portion allocated in accordance with Revenue Bond Trust Agreement for—		
Debt service requirements	$ 5,596,169	$ 4,173,000
Operating expense reserve	588,736	588,736
Modernization	120,085	116,320
Other	61,369	—
Deficiency representing depreciation for which cash was not available for deposit with Trustee	(61,778)	—
	$ 6,304,581	$ 4,878,056
Accumulated interest on Equipment Trust Certificates paid from Depreciation Reserve Fund	(822,473)	(226,082)
	$ 5,482,108	$ 4,651,974
Current Liabilities:		
Accounts payable	$ 4,345,746	$ 4,066,912
Accrued wages	2,827,227	3,431,420
Accrued interest on Revenue Bonds	1,908,020	1,908,020
Accrued interest on Equipment Trust Certificates	254,931	275,770
Accrued municipal compensation	—	862,330
Unredeemed tickets and tokens	144,322	62,819
	$ 9,480,246	$ 10,607,271
Deferred Liability (for repaving of abandoned right of way)	$ 1,555,416	$ 1,133,953
Damage Reserve	7,674,014	7,823,904
	$141,315,732	$143,132,257

( ) Denotes deduction.



New Electrically Operated Line Supervision Control System for Regular and Efficient Rapid Transit Service

SEE INSIDE PAGES FOR
STATEMENT
OF LONG-TERM DEBT

ANSIT AUTHORITY

Long-Term Debt

nber 31, 1951

Equipment Trust Certificates									
		Series B				Series C (Note 4)			
Series A		Class 1		Class 2 (Note 3)		Class 1		Class 2 (Note 3)	
rest te	Amount	Interest Rate	Amount	Interest Rate	Amount	Interest Rate	Amount	Interest Rate	Amount
4%	$ 1,860,000	3¾-4%	$ 445,000	5%	$ 287,000	5%	$ 44,000	5%	$ 56,000
4	1,940,000	3¾	465,000	5	299,000	3¾-4	91,000	5	59,000
4	2,020,000	3¾	490,000	5	311,000	3¾	96,000	5	61,000
4	2,100,000	3½	515,000	5	160,000	3¾	102,000	5	65,000
4	2,180,000	3½	537,000	–	—	3½	106,000	5	34,000
–	—	–	—	–	—	3½	111,000	–	—
–	—	–	—	–	—	–	—	–	—
–	—	–	—	–	—	–	—	–	—
–	—	–	—	–	—	–	—	–	—
–	—	–	—	–	—	–	—	–	—
	$10,100,000		$2,452,000		$1,057,000		$550,000		$275,000
	1,833,000		344,413		71,000		38,306		23,333
	$ 8,267,000		$2,107,587		$ 986,000		$511,694		$251,667
	$ 1,901,600		$ 448,068		$ 290,000		$ 92,852		$ 56,833

Series A	Series B	Series C
$ 8,193,218	$ —	$ —
7,674,119	—	—
—	2,952,951	—
—	—	814,584
632,663	—	—
—	1,047,049	—
—	—	10,504
$16,500,000	$4,000,000	$825,088

respect to the availability of funds for the payment of principal and interest, to the rights of the holders of Series A, Series B, Class 1, and Series C, Class 1 certificates.

(4) On February 29, 1952, the Authority sold $1,260,000 principal amount of Series C Equipment Trust Certificates consisting of $840,000 Class 1 certificates and $420,000 Class 2 certificates. These certificates have the same interest rates as the Series C certificates which were outstanding at December 31, 1951, and mature 1953 to 1958. Deposits of $151,261 are required in 1952 for the payment of principal on the additional issue of Series C certificates. Upon issuance of these certificates, the minimum balance required to be maintained in the Depreciation Reserve Fund increases monthly to a maximum of $1,941,932 after October 31, 1952. Equipment to be pledged as collateral consists of 74 trolley buses contracted for at December 31, 1951, at an estimated cost of $1,270,000.

CHICAGO TR

Statement of

Decen

	Revenue Bonds, Series of 1947 Interest Rate	Revenue Bonds, Series of 1947 Amount	Total Equipment Trust Certificates
Principal Amount by Year of Maturity:			
1952	–	$ —	$ 2,692,000
1953	3¼%	1,000,000	2,854,000
1954	3¼	1,800,000	2,978,000
1955	3¼	2,400,000	2,942,000
1956	3¼	2,800,000	2,857,000
1957	3¼	3,000,000	111,000
1958-1961	3⅜	8,000,000	—
1962-1965	3½	8,000,000	—
1966-1972	3⅝	13,000,000	—
1978	3¾	65,000,000	—
Total outstanding		$105,000,000	$14,434,000
LESS—Cash held by Trustees for payment of principal (deducted from long-term debt in accompanying balance sheet)		—	2,310,052
LONG-TERM DEBT per balance sheet		$105,000,000	$12,123,948
OTHER DATA WITH RESPECT TO LONG-TERM DEBT:			
Series of 1947 Revenue Bond Reserve Fund, classified as a special fund in balance sheet (Note 1)		$ 5,596,169	
Deposits with Trustees (exclusive of interest) required in 1952 (Notes 1 and 2)		$ 1,303,831	$ 2,789,353
Collateral at December 31, 1951:			
Equipment held in name of Trustees (at contract cost)—			
500 propane buses			
200 elevated-subway cars			
172 trolley buses			
50 propane buses			
Cash and U. S. Government securities held by Trustees pending delivery of the following equipment—			
42 trolley buses			
61 trolley buses			
Unused cash held by Trustee			

NOTES:—(1) Under the provisions of the Trust Agreement securing the Revenue Bonds the Authority is required to make monthl deposits of $107,000 to its Revenue Bond Reserve Fund until such fund aggregates $6,400,000; beginning July 1, 1952, th Authority is required to make monthly deposits to cover principal payments on Revenue Bonds due within one year, an commencing July 1, 1957, also to make monthly Sinking Fund deposits.

(2) The Equipment Trust Agreements require that, so long as any Equipment Trust Certificates remain outstanding, a minimu balance ($1,760,125 at December 31, 1951) shall be maintained in the Depreciation Reserve Fund. Payments of princip and interest on all series of Equipment Trust Certificates are to be made from the Depreciation Reserve Fund, deposits t which are to be made only after requirements have been fulfilled for principal and interest on the Revenue Bonds.

(3) The rights of the holders of Series B, Class 2, and Series C, Class 2, Equipment Trust Certificates are subordinate, wi

Statements of Income (See Note)

For the Years Ended December 31, 1951 and 1950

	1951	1950
Revenues	$112,533,696	$115,812,984
Operating Expenses:		
Operation and maintenance expenses—		
Way and structures	$ 8,232,448	$ 8,423,026
Equipment	13,220,034	12,958,011
Power and fuel for equipment	10,639,637	10,993,768
Conducting transportation	54,512,505	57,013,967
General (including provisions of $5,304,270 and $5,211,584, respectively, for damage reserve)	13,390,600	12,666,738
	$ 99,995,224	$102,055,510
Depreciation	7,500,000	6,500,000
Municipal compensation	—	862,330
	$107,495,224	$109,417,840
Net operating income	$ 5,038,472	$ 6,395,144
Interest Deductions:		
Interest on Revenue Bonds	$ 3,816,250	$ 3,816,250
Interest on Equipment Trust Certificates	596,391	226,082
Interest earned on funds controlled by Revenue Bond Trustee	(68,561)	—
	$ 4,344,080	$ 4,042,332
Net income (See Note)	$ 694,392	$ 2,352,812

NOTE:

The above statements show the revenues, expenses and net income of the Authority for the years ended December 31, 1951 and 1950. These statements do not purport to show the disposition of gross revenues in the order of precedence required by the Trust Agreement securing the Revenue Bonds. Such information is presented in the accompanying statements of application of revenues.

Following is a reconciliation between the net income shown above and the final balances shown on the statements of application of revenues:

	December 31 1951	 1950
Net income	$ 694,392	$ 2,352,812
Add—Income items excluded from amount available for allocation—		
Interest requirements on Equipment Trust Certificates paid from depreciation reserve fund	$ 596,391	$ 226,082
Interest earned on funds controlled by Revenue Bond Trustee	(68,561)	$ —
	$ 527,830	$ 226,082
Less—Portion allocated for:		
Debt service requirements (Series of 1947 Revenue Bond Reserve)	$ 1,284,000	$ 1,284,000
Portion of 1949 depreciation requirement not earned in that year	—	856,158
Operating expense reserve	—	438,736
	$ 1,284,000	$ 2,578,894
Deficiency representing depreciation for which cash was not available for deposit with Revenue Bond Trustee	$ (61,778)	$ —

( ) Denotes deduction.

Statement of Accumulated Net Earnings

For the Year Ended December 31, 1951

		Portion Allocated In Accordance With Revenue Bond Trust Agreement For—					
	Total	Debt Service Requirements	Operating Expense Reserve	Modernization	Other (Depreciation Fund and Special Modernization)	Unallocated Net Earnings	Accumulated Interest on Equipment Trust Certificates (Note 1)
Balance December 31, 1950 .	$4,651,974	$4,173,000	$588,736	$116,320	$ —	$ —	($226,082)
Net income for 1951, per statement of income	694,392	59,167(3)	—	—	9,394(3)	1,222,222	(596,391)
Allocation of net earnings for debt service requirements . .	—	1,284,000	—	—	—	(1,284,000)	—
Interest earned in prior years on U. S. Government securities held in funds under control of Revenue Bond Trustee (Note 3)	135,742	80,002	—	3,765	51,975	—	—
Balance December 31, 1951 .	$5,482,108	$5,596,169	$588,736	$120,085	$61,369	$ (61,778)(2)	($822,473)

( ) Denotes deduction.

NOTES:

(1) Interest on Equipment Trust Certificates paid from Depreciation Reserve Fund.

(2) Deficiency representing depreciation for which cash was not available for deposit with Trustee.

(3) Interest earnings on investments in funds controlled by the Revenue Bond Trustee are available only for use of the fund in which such interest is received.

Statements of Application of Revenues

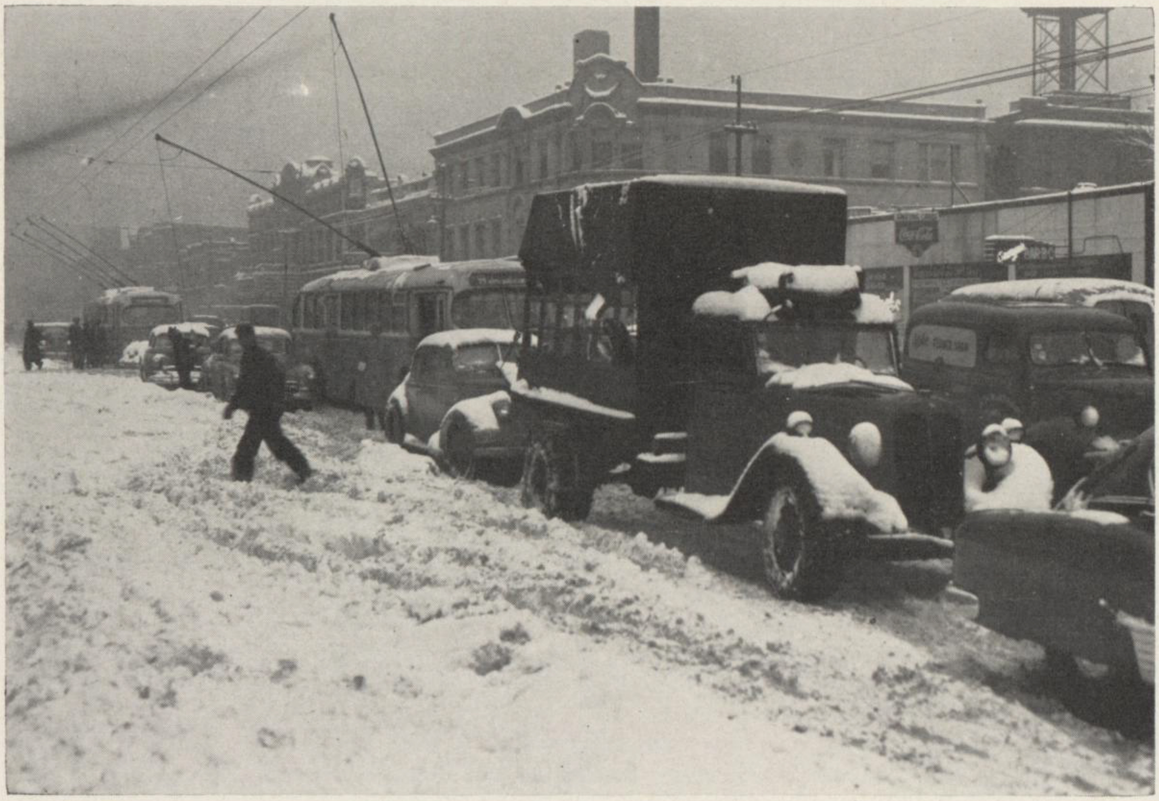
(Applied in the order of precedence required by Trust Agreement securing Revenue Bonds)

For the Years Ended December 31, 1951 and 1950

	1951	1950
Revenues	$112,533,696	$115,812,984
Operation and Maintenance Expenses	99,995,224	102,055,510
	$ 12,538,472	$ 13,757,474
Debt Service Requirements:		
Interest on Revenue Bonds	$ 3,816,250	$ 3,816,250
Series of 1947 Revenue Bond reserve	1,284,000	1,284,000
	$ 5,100,250	$ 5,100,250
Balance	$ 7,438,222	$ 8,657,224
Other Requirements:		
Depreciation—		
Current year's requirement	$ 7,500,000	$ 6,500,000
Portion of 1949 requirement not earned in that year	—	856,158
Operating expense reserve	—	438,736
Municipal compensation	—	862,330
	$ 7,500,000	$ 8,657,224
Deficiency representing depreciation for which cash was not available for deposit with Trustee	$ (61,778)	$ —

NOTE:—Deposits may be made in the Depreciation Reserve Fund only to the extent that monies are available therefor. The requirements for these deposits, however, are cumulative. Monthly deposits to the Operating Expense Reserve Fund, not to exceed $75,000, may be made only from monies remaining in any one month after all deposits have been made to the Depreciation Reserve Fund. Deposits to the Municipal Compensation Fund may be made only from monies remaining in any one year after making all required deposits in the Depreciation Reserve Fund and Operating Expense Reserve Fund.

SEE INSIDE PAGES FOR
STATEMENT OF FUNDS



Illegally Parked Motor Vehicles Interfered with Transit Service After December Snow Storms.

CHICAGO TR

Statem

For the Year E

			Funds	
			Series of 1947 Revenue Bond	
	Total	Transit Revenue	Interest	Reser
Balance December 31, 1950—				
Classified in accompanying balance sheet as:				
Special funds	$ 24,094,648	$ —	$ —	$4,173
Current assets	13,734,210	—	1,908,020	—
Reduction of long-term debt	1,084,845	—	—	—
	$ 38,913,703	$ —	$1,908,020	$4,173
Eliminate—Fund transfers and deposits recorded at December 31, 1950, but made after that date	(838,223)	4,137,098	—	75
Balance December 31, 1950—				
After eliminating above transfers and deposits	$ 38,075,480	$ 4,137,098	$1,908,020	$4,248
Add—Receipts:				
Collection of revenues	$113,301,365	$113,170,374	$ 19,738	$ —
Proceeds from sales of Equipment Trust Certificates	825,088	—	—	—
Other receipts	5,353,726	5,381,064	—	63
Transfers from Transit Revenue Fund	—	(118,144,129)	3,816,250	1,284
Insurance recoveries and net proceeds from sales of property	—	(6,328)	—	—
Other transfers (net)	—	19,738	(19,738)	—
	$119,480,179	$ 420,719	$3,816,250	$1,347
Deduct—Disbursements:				
Costs and expenses of operation, purchase of materials and supplies, reimbursable expenditures, etc.	$100,193,954	$ —	$ —	$ —
Disbursements for purposes for which funds were created	30,353,359	—	3,816,250	—
Transfers from Revenue Bond Trustee to Equipment Trustees (see accompanying statement)	—	—	—	—
	$130,547,313	$ —	$3,816,250	$ —
Balance December 31, 1951—				
Before transfers described below:				
Cash	$ 17,713,907	$ 4,557,817	$1,908,020	$ 162
U. S. Government securities (at cost)	9,294,439	—	—	5,433
	$ 27,008,346	$ 4,557,817	$1,908,020	$5,596
Add or (Deduct):				
December collections deposited January 2, 1952	388,827	388,827	—	—
Fund transfers to be made after December 31, 1951—				
Transfers from Transit Revenue Fund	—	(4,946,644)	—	—
Reimbursement of working cash for disbursements payable from special funds	—	—	—	—
	$ 27,397,173	$ —	$1,908,020	$5,596
Balance December 31, 1951—				
Classified in accompanying balance sheet as:				
Special funds	$ 12,006,174	$ —	$ —	$5,596
Current assets	13,080,947	—	1,908,020	—
Reduction of long-term debt	2,310,052	—	—	—
	$ 27,397,173	$ —	$1,908,020	$5,596

( ) Denotes deduction.

NOTE (1): $1,760,125 minimum balance required by Equipment Trust Agreements at December 31, 1951.

ANSIT AUTHORITY

ent of Funds

nded December 31, 1951

Under Control of Revenue Bond Trustee						Funds Under Control of Equipment Trustees (See Accompanying Statement)	Other Funds	
ve	Depreciation Reserve	Operating Expense Reserve	Municipal Compensation	Special Modernization	Modernization		Damage Reserve	Working Cash
000	$1,016,864	$588,736	$ —	$172,178	$ 127,684	$15,951,163	$2,065,023	$ —
	—	—	862,330	—	—	275,770	—	10,688,090
	—	—	—	—	—	1,084,845	—	—
000	$1,016,864	$588,736	$862,330	$172,178	$ 127,684	$17,311,778	$2,065,023	$ 10,688,090
,639	24,223	1,791	(331,262)	176,524	634,091	—	(368,152)	(5,188,175)
,639	$1,041,087	$590,527	$531,068	$348,702	$ 761,775	$17,311,778	$1,696,871	$ 5,499,915
	$ —	$ 8,655	$ —	$ —	$ —	$ 100,262	$ 2,336	$ —
	—	—	—	—	—	825,088	—	—
,530	9,394	—	—	—	—	(100,262)	—	—
,000	7,141,717	—	333,734	—	—	—	—	105,568,428
	—	—	—	—	529,533	—	—	(523,205)
	—	—	—	—	—	—	5,263,543	(5,263,543)
,530	$7,151,111	$ 8,655	$333,734	$ —	$ 529,533	$ 825,088	$5,265,879	$ 99,781,680
	$ —	$ —	$ —	$ —	$ —	$ —	$ —	$100,193,954
	2,518,755	—	862,330	334,103	1,191,028	17,094,833	5,456,842	(920,782)
	3,213,166	—	—	—	—	(3,213,166)	—	—
	$5,731,921	$ —	$862,330	$334,103	$1,191,028	$13,881,667	$5,456,842	$ 99,273,172
,927	$ 716,621	$ 27,589	$ 2,472	$ 14,599	$ 100,280	$ 3,306,800	$ 908,359	$ 6,008,423
,242	1,743,656	571,593	—	—	—	948,399	597,549	—
,169	$2,460,277(1)	$599,182	$ 2,472	$ 14,599	$ 100,280	$ 4,255,199	$1,505,908	$ 6,008,423
	—	—	—	—	—	—	—	—
	838,750	(10,446)	(2,472)	—	—	—	409,226	3,711,586
	(1,103,388)	—	—	(14,599)	(80,000)	—	—	1,197,987
,169	$2,195,639	$588,736	$ —	$ —	$ 20,280	$ 4,255,199	$1,915,134	$ 10,917,996
,169	$2,195,639	$588,736	$ —	$ —	$ 20,280	$ 1,690,216	$1,915,134	$ —
	—	—	—	—	—	254,931	—	10,917,996
	—	—	—	—	—	2,310,052	—	—
,169	$2,195,639	$588,736	$ —	$ —	$ 20,280	$ 4,255,199	$1,915,134	$ 10,917,996

SEE INSIDE PAGES FOR
STATEMENT OF FUNDS
UNDER CONTROL OF
EQUIPMENT TRUSTEES

Operating Statistics

For the Year Ended December 31, 1951

	Surface System	Rapid Transit System	Combined System
Passenger and Traffic Statistics:			
Revenue Passengers	584,141,163	152,700,800	736,841,963
Revenue Vehicle Miles—			
Cars	52,929,997	43,477,631	96,407,628
Trolley Buses	11,772,694	—	11,772,694
Motor Buses	48,111,641	—	48,111,641
Total Revenue Vehicle Miles	112,814,332	43,477,631	156,291,963
Revenue per Vehicle Mile (1)	79.96c	46.95c	70.77c
Revenue Vehicle Hours—			
Cars	6,190,121	—	6,190,121
Trolley Buses	1,430,713	—	1,430,713
Motor Buses	5,519,381	—	5,519,381
Total Revenue Vehicle Hours	13,140,215	—	13,140,215
Power Statistics:			
Direct Current—Kilowatt Hours	352,701,308	205,004,629	557,705,937(2)
Average Cost per Kilowatt Hour	—	—	1.51c
Fuel Statistics:			
Gasoline—			
Gallons	9,604,553	—	9,604,553
Average Miles per Gallon	2.89	—	2.89
Diesel Fuel—			
Gallons	1,644,340	—	1,644,340
Average Miles per Gallon	4.17	—	4.17
Propane Fuel—			
Gallons	5,273,125	—	5,273,125(3)

NOTES—(1) Passenger and Chartered Vehicle Revenues.

(2) Includes power for heating street cars, trolley buses and elevated-subway cars and some shop, terminal and operating areas; also for lighting of shops, terminal and other operating facilities.

(3) Includes propane used for servicing new equipment and training bus operators.

CHICAGO TRANS

Statement of Funds Under C

For the Year Ended

		Series A Equipment Trust Funds				
			For Purchase of Equipment	For Payment of		
	Combined	Total		Principal	Interest	Total
Balance December 31, 1950—						
Classified in accompanying balance sheet as:						
Special funds	$15,951,163	$11,951,163	$11,951,163	$ —	$ —	$4,000,0
Current assets	275,770	220,000	—	—	220,000	55,7
Reduction of long-term debt	1,084,845	905,000	—	905,000	—	179,8
	$17,311,778	$13,076,163	$11,951,163	$ 905,000	$220,000	$4,235,6
Add—Receipts:						
Proceeds from sales of Equipment Trust Certificates	$ 825,088	$ —	$ —	$ —	$ —	$ —
Interest collections on U. S. Government securities	100,262	63,715	63,715	—	—	36,5
Interest collections transferred to Revenue Bond Trustee	(100,262)	(63,715)	(63,715)	—	—	(36,5
Transfers from Revenue Bond Trustee for payment of principal and interest on Equipment Trust Certificates	3,213,166	2,250,000	—	1,828,000	422,000	884,2
	$ 4,038,254	$ 2,250,000	$ —	$1,828,000	$422,000	$ 884,2
Deduct—Disbursements:						
Payments to equipment manufacturers	$15,086,035	$11,318,500	$11,318,500	$ —	$ —	$2,952,9
Payment of principal and interest on Equipment Trust Certificates	2,008,798	1,340,000	—	900,000	440,000	668,7
	$17,094,833	$12,658,500	$11,318,500	$ 900,000	$440,000	$3,621,7
Balance December 31, 1951:						
Cash	$ 3,306,800	$ 2,068,742	$ 33,742	$1,833,000	$202,000	$1,148,6
U. S. Government securities (at cost)	948,399	598,921	598,921	—	—	349,4
	$ 4,255,199	$ 2,667,663	$ 632,663	$1,833,000	$202,000	$1,498,1
Balance December 31, 1951—						
Classified in accompanying balance sheet as:						
Special funds	$ 1,690,216	$ 632,663	$ 632,663	$ —	$ —	$1,047,0
Current assets	254,931	202,000	—	—	202,000	35,6
Reduction of long-term debt	2,310,052	1,833,000	—	1,833,000	—	415,4
	$ 4,255,199	$ 2,667,663	$ 632,663	$1,833,000	$202,000	$1,498,1

( ) Denotes deduction.

IT AUTHORITY

ntrol of Equipment Trustees

ecember 31, 1951

	Series B Equipment Trust Funds					Series C Equipment Trust Funds					
	For Purchase of Equipment	For Payment of Principal		For Payment of Interest			For Purchase of Equipment	For Payment of Principal		For Payment of Interest	
		Class 1	Class 2	Class 1	Class 2	Total		Class 1	Class 2	Class 1	Class 2
00	$4,000,000	$ —	$ —	$ —	$ —	$ —	$ —	$ —	$ —	$ —	$ —
70	—	—	—	33,549	22,221	—	—	—	—	—	—
45	—	111,345	68,500	—	—	—	—	—	—	—	—
15	$4,000,000	$111,345	$ 68,500	$ 33,549	$22,221	$ —	$ —	$ —	$ —	$ —	$ —
	$ —	$ —	$ —	$ —	$ —	$825,088	$825,088	$ —	$ —	$ —	$ —
47	36,547	—	—	—	—	—	—	—	—	—	—
47)	(36,547)	—	—	—	—	—	—	—	—	—	—
76	—	448,068	278,500	97,933	59,775	78,890	—	38,306	23,333	10,373	6,878
76	$ —	$448,068	$278,500	$ 97,933	$59,775	$903,978	$825,088	$38,306	$23,333	$10,373	$6,878
51	$2,952,951	$ —	$ —	$ —	$ —	$814,584	$814,584	$ —	$ —	$ —	$ —
98	—	215,000	276,000	109,014	68,784	—	—	—	—	—	—
49	$2,952,951	$215,000	$276,000	$109,014	$68,784	$814,584	$814,584	$ —	$ —	$ —	$ —
64	$ 697,571	$344,413	$ 71,000	$ 22,468	$13,212	$ 89,394	$ 10,504	$38,306	$23,333	$10,373	$6,878
78	349,478	—	—	—	—	—	—	—	—	—	—
42	$1,047,049	$344,413	$ 71,000	$ 22,468	$13,212	$ 89,394	$ 10,504	$38,306	$23,333	$10,373	$6,878
49	$1,047,049	$ —	$ —	$ —	$ —	$ 10,504	$ 10,504	$ —	$ —	$ —	$ —
80	—	—	—	22,468	13,212	17,251	—	—	—	10,373	6,878
13	—	344,413	71,000	—	—	61,639	—	38,306	23,333	—	—
42	$1,047,049	$344,413	$ 71,000	$ 22,468	$13,212	$ 89,394	$ 10,504	$38,306	$23,333	$10,373	$6,878

Revenue Equipment Owned

December 31, 1951

	On Hand Dec. 21, 1950	January 1, 1951 to December 31, 1951		On Hand Dec. 31, 1951
		Acquired	Retired	
Surface System:				
Street Cars—				
P.C.C. Cars	682	—	—	682
Other Closed Platform	612	—	173	439
Open Platform	780	—	400	380
Total Street Cars	2,074	—	573	1,501
Buses—				
Trolley Buses	361	190	—	551
Gas—Mechanical	407	—	12	395
Gas—Hydraulic	489	—	—	489
Diesel—Hydraulic	136	—	—	136
Propane—Hydraulic	31	520	—	551
Total Buses	1,424	710	12	2,122
Total Surface Equipment	3,498	710	585	3,623
Rapid Transit System:				
Elevated Cars—wood and steel	944	—	118	826
Elevated—Subway Cars				
Steel, Conventional type	455	—	—	455
Metal, Articulated	4	—	—	4
Metal, P.C.C.	100	100	—	200
Total Rapid Transit Cars	1,503	100	118	1,485
Total Revenue Equipment Owned	5,001	810	703	5,108

Mileage Owned, Leased and Operated

December 31, 1951

	Surface System	Rapid Transit System	Combined System
Track Owned or Leased:			
Owned	494.73	170.24	664.97
Leased	.36	56.90	57.26
Total Track Owned or Leased	495.09	227.14	722.23
Revenue and Non-Revenue Track or Route Mileage:			
Revenue Miles in Operation—			
Revenue Track in Operation	413.69	185.29	598.98
Trolley bus lines (Single way miles) in Operation	195.59	—	195.59
Motor bus lines (Single way miles) in Operation	884.39	—	884.39
Total Revenue Miles in Operation	1,493.67	185.29	1,678.96
Non-Revenue Miles—			
Track in yards and car houses	81.40(1)	41.85(2)	123.25
Connecting and storage bus lines	7.23	—	7.23
Total Non-Revenue Miles	88.63	41.85	130.48
TOTAL	1,582.30	227.14	1,809.44

Notes:

(1) Includes 37.56 miles Service Tracks on streets used by Work Cars, Pull-in and Pull-out Cars, Emergencies, etc.

(2) Includes 12.75 miles Main Line Storage Track.

Statement of Transportation Property and Organization Expense

Showing Balance at December 31, 1950, Plus Additions and Less Retirements

During Year 1951 and Balance at December 31, 1951

	Balance Dec. 31, 1950	Plus Gross Additions	Less Retirements	Balance Dec. 31, 1951
Land	$ 8,589,537.87	$ 245,679.81*	—	$ 8,343,858.06
Track and Paving	23,494,542.83	467,324.28	$3,157,337.01	20,804,530.10
Machinery and Tools	2,147,542.86	373,873.23	12,554.00	2,508,862.09
Electric Line Equipment	9,054,962.21	785,612.99	916,064.22	8,924,510.98
Buildings	14,217,445.23	919,697.40	11,600.06*	15,148,742.69
Cars.	24,415,749.24	3,618,429.29	319,600.00	27,714,578.53
Buses	18,631,673.17	11,814,626.82	2,444.16	30,443,855.83
Work Trucks, Autos, and Service Equipment.	983,128.81	35,596.37	26,340.65	992,384.53
Furniture	533,810.31	84,185.04	—	617,995.35
Signals and Interlocking	355,014.38	36,737.64	136.19	391,615.83
Crossings, Fences and Signs . .	200,603.94	3,997.04	405.80	204,195.18
Elevated Structures	5,991,289.59	60,824.74	13,640.25	6,038,474.08
Substation Equipment	1,633,830.89	60,097.17	—	1,693,928.06
Telephone and Communications.	149,839.51	58,764.69	4,454.21	204,149.99
Engineering	46,479.24	143.39	—	46,622.63
General and Miscellaneous . . .	1,156,944.80	377,967.20	—	1,534,912.00
Total Transportation Property. .	111,602,394.88	18,452,197.48	4,441,376.43	125,613,215.93
Organization Expense	85,316.39	—	—	85,316.39
Total	$111,687,711.27	$18,452,197.48	$4,441,376.43	$125,698,532.32

*Denotes Deduction

Rates of Fare

In Effect During the Year 1951

Fares Applicable to:	In Effect to and Including July 31, 1951	In Effect On and After August 1, 1951
Surface Routes		
Adult—General	15¢(a)	17¢
Adult—Express	17¢	18¢
Children and School	7¢	8¢
Weekly—Downtown Zone Pass	—	$1.25(b)
Rapid Transit		
Adult		
Middle Zone (c)	17¢	18¢
North or West Zone (d)	15¢	17¢
Two zone through	20¢	25¢
Children and School		
Middle Zone (c)	7¢	8¢
North or West Zone (d)	7¢	8¢

(a) 10c non-transfer rides were permitted on several downtown special rush hour routes.

(b) Downtown weekly zone pass became effective October 30, 1951. This pass is good for non-transfer rides when presented on surface system vehicles (except express buses) in the area bounded by Roosevelt Road, Clinton Street, Grand Avenue and Lake Michigan.

(c) Middle Zone includes all rapid transit service in the city of Chicago and between Chicago and Oak Park, Forest Park, Cicero and Berwyn.

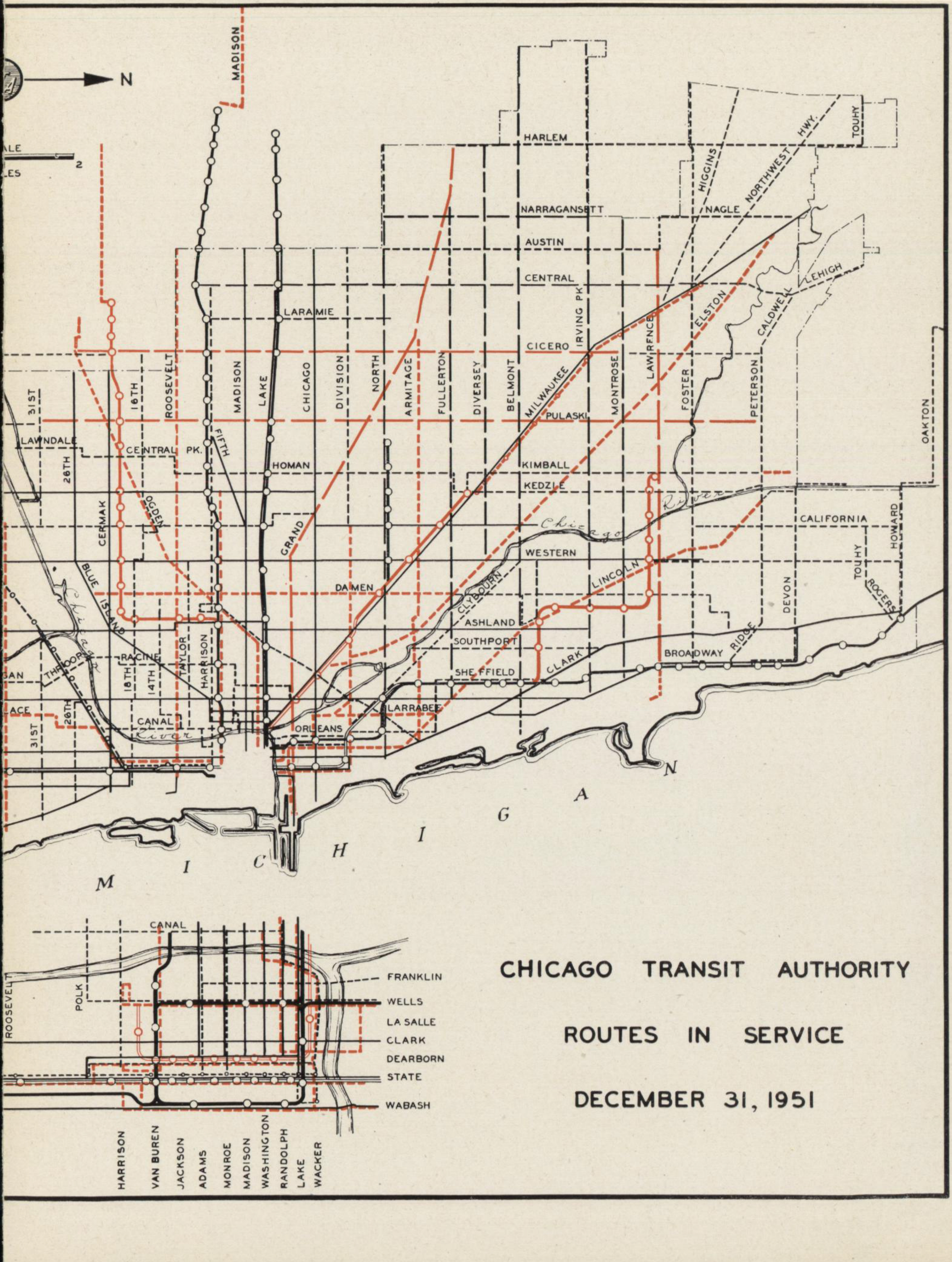
(d) North Zone includes rapid transit service from Howard Street north, and between Evanston, Wilmette and Skokie, including Skokie bus.
West Zone includes rapid transit service from DesPlaines Avenue west, and between Maywood, Bellwood and Westchester.

Transfers are made from Surface Routes to Rapid Transit on payment of a 1-cent charge for adult passengers. There is no charge for children's transfers. Transfers from Rapid Transit to Surface Routes are made without additional charge. Children's fares apply to passenger (1) under 12 years of age; (2) school children 12 years of age or over presenting proper identification card; and (3) children under 7 years of age when not accompanied by an adult fare paying passenger. Children under 7 years of age when accompanied by an adult fare paying passenger are carried free.

Transfers for adult fare paying passengers are interchanged between the lines of Chicago Transit Authority and Chicago Motor Coach Company. The fare on the Motor Coach system is now 15 cents and was 13 cents prior to November 8, 1951. For Motor Coach transfers to Rapid Transit stations or to express buses three cents additional is now charged by the Authority for Middle Zone Rides and 10 cents additional for Rapid Transit Two-Zone through rides. Two cents additional is charged by the Authority for transfers to the Surface System from Motor Coach. Transfers are issued without charge by the Authority for acceptance by Motor Coach. There is no transfer interchange with Motor Coach for children or school fares.

December 31, 1951

SEE INSIDE PAGES FOR
MAP OF ROUTES IN SERVICE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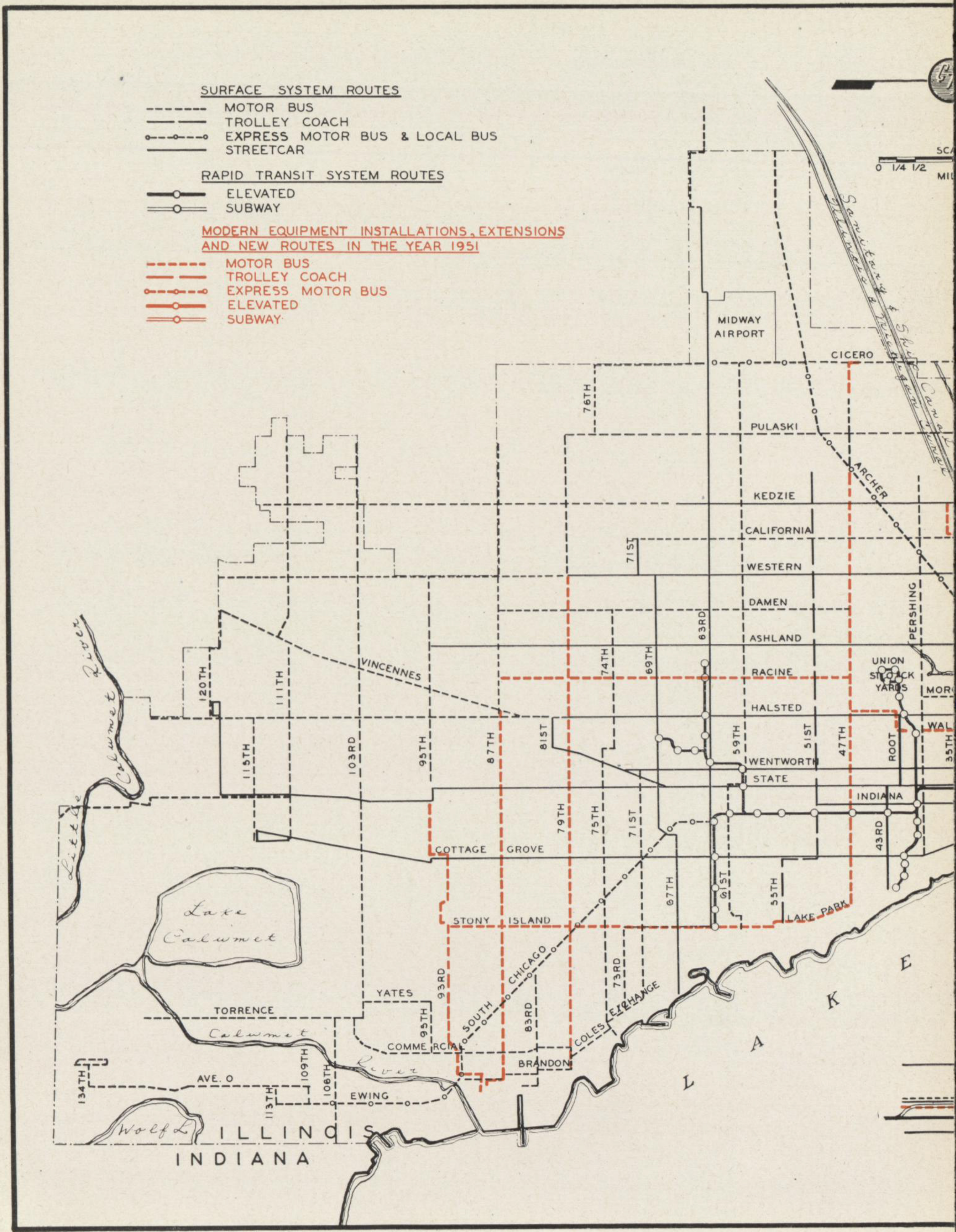
CALIFORNIA
WESTERN
DAMEN
ASHLAND
SOUTHPORT
SHEFFIELD
LARRABEE
ORLEANS
HIGGINS
NORTHWEST HWY.
TOUHY
NAGLE
LEHIGH
CALDWELL
ELSTON
IRVING PK
LAWRENCE
FOSTER
PETERSON
OAKTON
MONTROSE
MILWAUKEE
BELMONT
DIVERSEY
FULLERTON
ARMITAGE
NORTH
DIVISION
CHICAGO
LAKE
MADISON
ROOSEVELT
16TH
31ST
LAWNDALE
CENTRAL PK.
HOMAN
FIFTH
26TH
CERMAK
OGDEN
GRAND
BLUE ISLAND
Chicago River
CLYBOURN
LINCOLN
CLARK
BROADWAY
RIDGE
DEVON
TOUHY
ROGERS
HOWARD
THROOP
RACINE
TAYLOR
HARRISON
18TH
14TH
CANAL
GAN
ACE
28TH
26TH
31ST
M I C H I G A N
CANAL
FRANKLIN
WELLS
LA SALLE
CLARK
DEARBORN
STATE
WABASH
ROOSEVELT
POLK
HARRISON
VAN BUREN
JACKSON
ADAMS
MONROE
MADISON
WASHINGTON
RANDOLPH
LAKE
WACKER

CHICAGO TRANSIT AUTHORITY

ROUTES IN SERVICE

DECEMBER 31, 1951


SURFACE SYSTEM ROUTES
MOTOR BUS
TROLLEY COACH
EXPRESS MOTOR BUS & LOCAL BUS
STREETCAR
RAPID TRANSIT SYSTEM ROUTES
ELEVATED
SUBWAY
MODERN EQUIPMENT INSTALLATIONS, EXTENSIONS AND NEW ROUTES IN THE YEAR 1951
MOTOR BUS
TROLLEY COACH
EXPRESS MOTOR BUS
ELEVATED
SUBWAY
SCA
0 1/4 1/2
MIL
Sanitary & Ship Canal
Illinois & Michigan Canal
MIDWAY AIRPORT
CICERO
PULASKI
ARCHER
KEDZIE
CALIFORNIA
WESTERN
DAMEN
ASHLAND
RACINE
HALSTED
WENTWORTH
STATE
INDIANA
UNION STOCK YARDS
MOR
WAL
PERSHING
ROOT
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43RD
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111TH
113TH
115TH
120TH
134TH
VINCENNES
COTTAGE GROVE
STONY ISLAND
LAKE PARK
SOUTH CHICAGO
COLES
EXCHANGE
YATES
TORRENCE
COMMERCIAL
BRANDON
AVE. O
EWING
Little Calumet River
Lake Calumet
Calumet River
Wolf L.
ILLINOIS
INDIANA
L A K E